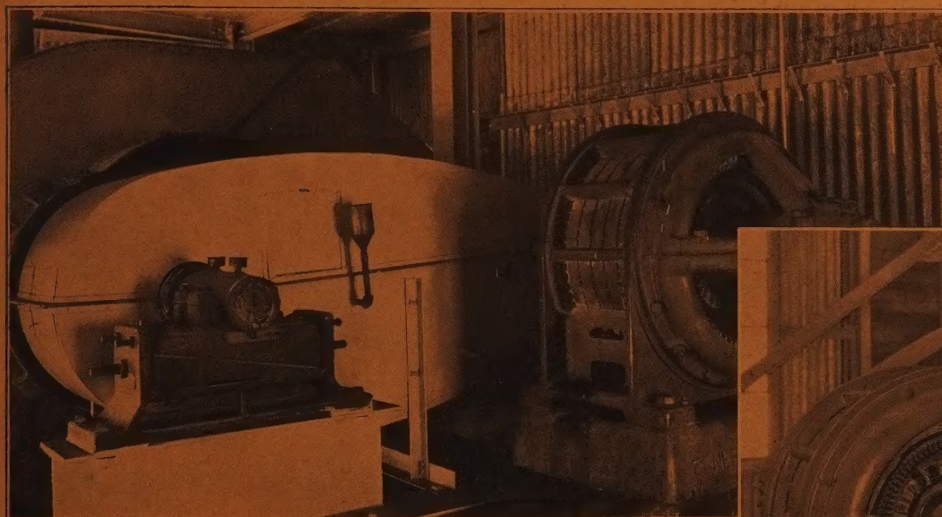
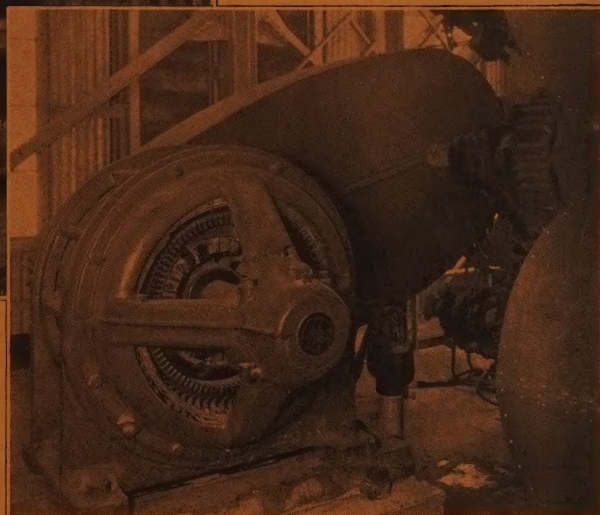


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Devoted to the construction and operation of better grain handling plants.



150 h. p. Speed Morse Silent Chain Drive, (725 r.p.m. motor) first reduction of double reduction drive on Loffer Leg of Sask. Co-op. Elevator Co. elevator, Buffalo.



One of two 100 h. p. Speed Morse Silent Chain Drives (730-365 r.p.m. motor) on ship shovels in Sask. Co-op. Elevator Co. elevator, Buffalo.

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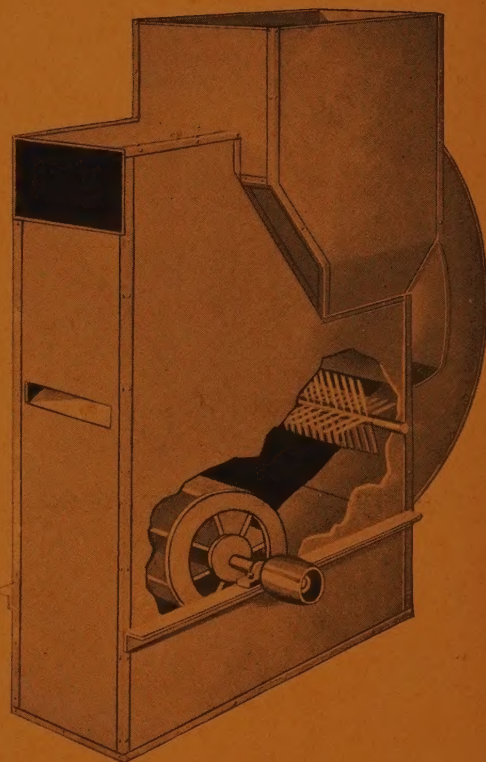
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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Beasley Grain Co., J. N., grain and seeds.
Great West Mill & Elevator Co., millers, grain dlsr.*
Kearns Grain & Seed Co., grain, field seeds.*
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Brennan & Co., John E., grain commission merchants.*
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Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
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Harris, Winthrop & Co., grain commission.*
Hoit & Co., Lowell commission, grain and seeds.
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Logan & Bryan, grain, stocks, provisions.
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., commission merchants.*
Rosebaum Grain Corp., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
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Scholl Grain Co., receivers and shippers.*

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Cook, Wade H., grain, hay and grain products.*

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Sheets Elevator Co., The, grain, hay, straw.
Shepard, Clark & Co., grain merchants.

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

*Members Grain Dealers National Association.

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Lyman, C. W., broker corn, oats, feeds, hay.

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Rocky Mountain Grain Co., export and domestic grain.*

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Christensen, George, grain broker.*

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Burros Mill & Elevator Co., flour milling.
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Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney Grain Co., consignments.
Rosebaum Grain Corp., J., grain merchants.*
Kimball Milling Co., millers and grain dealers.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Morrow & Co., Jos., grain and cotton.
Rogers Co., E. M., strictly bkg. and consignments.*
Service Grain & Comm. Co., bkrs. consgmts., cash gr.
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Terminal Grain Co., grain, hay, millfeed.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

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Rothschild Co., S., grain, c/s products, rice, b/p.*

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Boyd Grain Co., Bert A., strictly brokerage & com.*
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Hart-Malbucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

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Board of Trade Members.
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Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.
Shannon Grain Co., consignments.
Thresher Grain Co., E. J., grain commission.*
Uddike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

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Lackey, Douglas W., mlg. grain, milo, alfalfa meal.

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Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.

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Gordy Co., C. L., grain brok., hay, grain and mill feed.
Wilson, John R., brokers-grain and mill feeds.

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Brandeis & Son, A., receivers and shippers.
Callahan & Sons, receivers and shippers of grain.*
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Zorn & Co., S., receivers and shippers.*

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Buxton, E. E., broker and commission merchant.*
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Milwaukee Grain Com. Co., recvrs., grain and seed.

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Davies Co., P. M., grain commission.*
Deltmar Co., shippers.
Fraser-Smith Co., grain merchants.*
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Hiawatha Grain Co., screenings.*
Mainquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*

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Knight & Co., grain brokers.
Therrien, A. F., broker.

(Continued on next page.)

Directory of the Grain Trade

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Acme Milling Co., millers & grain dealers.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Mashburn-Mullin Grain Co., grain and feeds.
Seannel Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vanderburgh, Jesse, milling wheat.

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Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

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Lake Grain Co., grain commission.*
McFadden & Co., O. C., grain commission.*
Miles, P. B. & C. C., grain commission.*
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Tyng Grain Company, receivers and shippers.*

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McCague, Ltd., R. S., grain, hay.*
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Balbach, Paul A., grain buyers, all markets.

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Norton Grain Co., consignment specialist.*

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King, Douglas W., carlot distribtr., hay, grain, seeds.*

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Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
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Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

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Nelson Co., Sterling H., shprs. of select milling wheat.

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Wells Co., The J. E., wholesale grain.*

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Zahn & Co., J. F., grain and seeds.*

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Wheat and Rye Selected by Expert Buyers.
Own and Operate Elevator "L"

Chamber of Commerce, Minneapolis, Minn.

Fraser-Smith Co. GRAIN

Minneapolis - Milwaukee - Cedar Rapids

CARGILL COMMISSION COMPANY

DULUTH MINNEAPOLIS MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any Quantity

The VAN DUSEN- HARRINGTON CO.

MINNEAPOLIS DULUTH

DELMAR COMPANY MINNEAPOLIS, MINN.

Shippers

Sulphured, Natural and Clipped Oats,
Barley, Durum Wheat. Also
Milling Wheat and Buckwheat
Ask for Samples and Prices

MARFIELD GRAIN CO.

Receivers and Shippers

Minneapolis, Minn.

Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15 $\frac{1}{8}$ " of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered. Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1 $\frac{3}{4}$ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.25. Weight 2 $\frac{3}{4}$ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

Clark's Car Load Grain Tables

Eighth edition, revised and enlarged, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000 to 107,950 lbs. to b	shells of 32 lbs.
20,000 " 74,950 " " "	" 34 "
20,000 " 96,950 " " "	" 48 "
20,000 " 118,950 " " "	" 56 "
20,000 " 118,950 " " "	" 60 "

Pounds in red ink; bushels in black. L'n en ledger paper reinforced, bound in flexible karatol with marginal index. Price \$2.50, weight 6 ozs.

GRAIN DEALERS JOURNAL
309 So. La Salle Street CHICAGO, ILL.

Board of Trade
Members**KANSAS CITY**Board of Trade
MembersHandling
Consignments
and Futures
48 Years**B. C. Christopher & Co.**

KANSAS CITY MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed**C. N. D. QUOTATIONS**

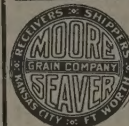
A complete record of C. N. D. or Radio Market Quotations is invaluable for ready reference.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 192...." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley. Spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9 1/4 x 11 1/2, are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00. Weight 14 oz.

GRAIN DEALERS JOURNAL
309 South La Salle St. Chicago, Ill.**A. C. DAVIS GRAIN CO.****Grain Commission**

Mill Orders a Specialty

Consignments and Future Orders Solicited
KANSAS CITY, U. S. ABuyers—Sellers
**WHEAT . CORN
OATS . BARLEY**
CONSIGNMENTS
MILL ORDERS**CONSIGN**ERNST-DAVIS COM. CO.
Kansas City**SHANNON GRAIN COMPANY****CONSIGNMENTS**

201-2 Board of Trade KANSAS CITY, MO.

RECEIVERS, SHIPPERS AND BROKERS

Buyers—Quote Us

M. B. JONES & CO.

Produce Exchange. New York, N. Y.

E. A. Grubbs Grain Co.

BUYERS—SHIPPERS

Wheat—Corn—Oats

Established 1884

Greenville, Ohio

Send Your Offerings to
The Abel-Whitman Co., Inc.

Grain—Feed—Brokerage

511 Produce Exchange, New York, N.Y.

CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAINConsignments Solicited
OMAHA**The Sheets Elevator Co.****GRAIN—HAY—STRAW**

Cleveland, Ohio

Universal Grain Code

Compiled especially for use by the Grain and Milling Trades.

Reduce your telegraph tolls. Keep your business to yourself. Prevent expensive errors.

Its 146 pages contain 13,745 code words for expressions used in the grain trade, printed on bond paper and bound in black flexible leather. Size 7x4 1/2 inches. Price \$3.00.

Grain Dealers Journal

309 S. La Salle St.

Chicago, Ill.

E. H. BEER & CO., INC.

Successors to

Chas. England & Co., Inc.

GRAIN—HAY—SEEDS

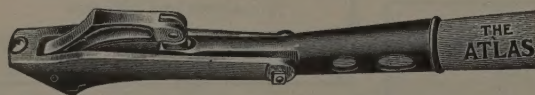
Commission Merchants

308-310 Chamber of Commerce, Baltimore

E. P. BACON CO.**Grain Commission Merchants**

Sellers of Cash Grain and

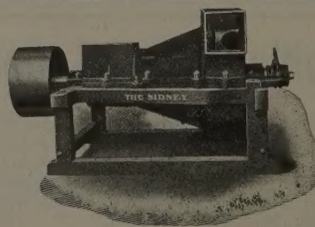
Field Seeds on Consignment

MILWAUKEE—CHICAGO—MINNEAPOLIS**The Atlas Car Mover***The Car Mover With Power*

When you put an Atlas under the wheels of a car there is never a question about moving it.

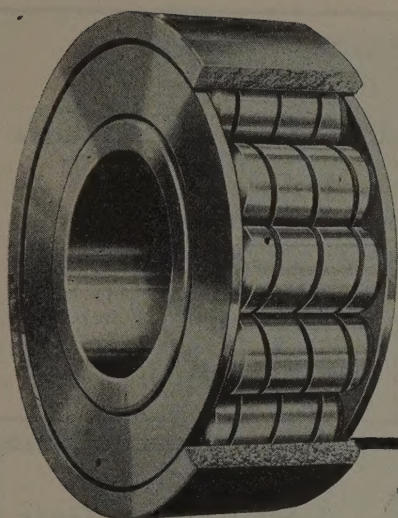
Compound Action Fully Guaranteed**The Best Car Mover on Earth****APPLETON CAR MOVER COMPANY**

Appleton, Wisconsin

**Corn Shellers
Yes!****Still in Business**Our 65 Years' Experience Gives You
the Best for Less.Have your elevator fully equipped
BY**The Sidney Grain Machinery Co.**

Sidney, Ohio

Successors to the Philip Smith Mfg. Co.



All boot and tripper pulleys are equipped with Hyatt Roller Bearings at Sante Fe Elevator "A", Argentine, Kansas—the second largest in the United States—designed and built by John S. Metcalf Co.

Keeping Company with the World's Largest Grain Elevators

BECAUSE they eliminate the hazard of dust explosions from overheated bushings—Hyatt Roller Bearings are habitually specified for grain elevator service.

Their oil and dust tight housings may be buried in grain for months at a time without risk—and without effecting Hyatt performance.

Lubrication three or four times a year is all the attention they require—though the loads be heavy—and the service continuous.

Many Hyatt bearings are used in inaccessible locations, where there is a chance that oilers may overlook them. Even under these conditions the sturdy Hyatt rollers continue to reduce friction and minimize danger.

In the world's largest grain elevators old and new—Hyatt Roller Bearings are used to reduce maintenance expense and assure a lifetime of safe, dependable service.

HYATT ROLLER BEARING COMPANY
NEWARK DETROIT CHICAGO SAN FRANCISCO
WORCESTER PHILADELPHIA CHARLOTTE
PITTSBURGH CLEVELAND

Hyatt Bulletin No. 1015 describing the application of these bearings in conveyors will be mailed at your request. Send for it today.

HYATT

ROLLER BEARINGS

Oldman-Magee Boiler Works, Inc.

32-42 Illinois St.

Buffalo, N. Y.

Constructors of

**Receiving Hoods for Marine
Towers, Scale Hoppers and
Garners for Saskatchewan
Elevator, Buffalo**



DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company

Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.

Telephone—Seneca 0981

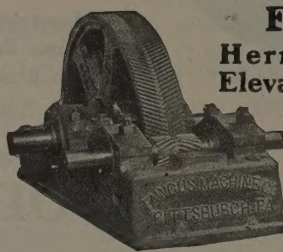
The Jacob Schmahl Co.

Sheet Metal Workers

We furnished the steel marine legs, car spouts complete with carryman, ship shovels, chains and hatch blocks used for unloading, and other miscellaneous steel spouting for the Saskatchewan Elevator, Buffalo.

26-30 Lloyd St.

Buffalo, N. Y.



FAWCUS Herringbone Gear Elevator @ Conveyor Drives

Save 25% to 50% in maintenance and operating costs.

Gears enclosed in dust proof and oil tight cases with roller bearings.

Efficient - Durable - Compact

FAWCUS MACHINE COMPANY

Pittsburgh, Penn.

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.75. Weight, 6 lbs.

Grain Shipping Ledger. Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 60 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. Order Form 24. Price \$4.00. Weight, 5 lbs.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

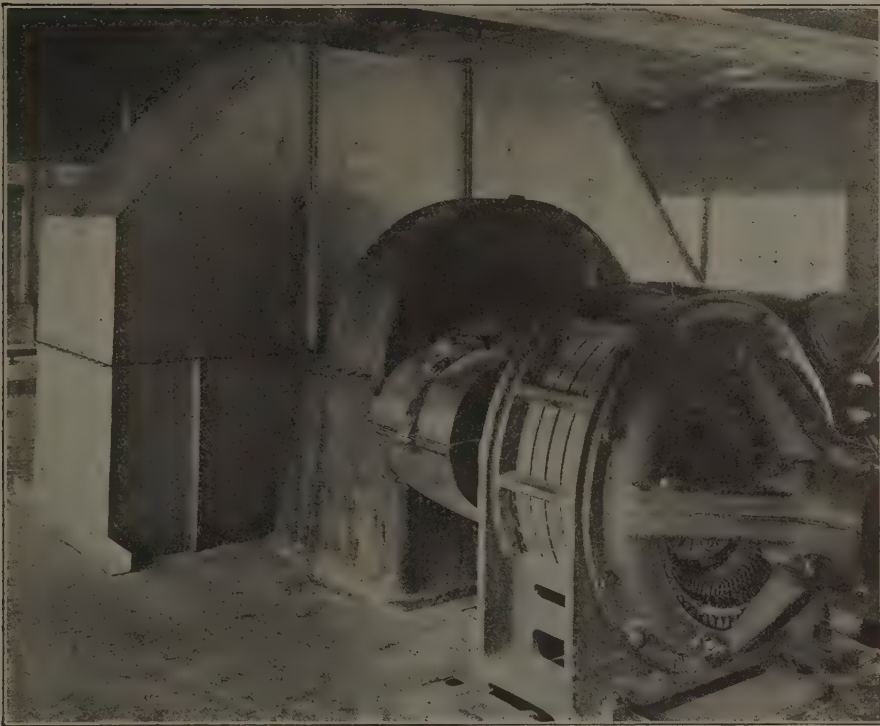
Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.15.

Send all orders to

Grain Dealers Journal

309 South La Salle St.

CHICAGO, ILL.



Sykes Herringbone Gears in Sask. Co-op. Elevator Co. Elevator, Buffalo

The Ideal Drive

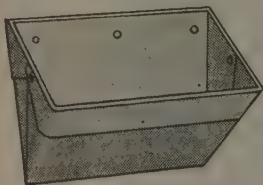
Grain elevator engineers who have long specialized in the design of efficient grain handling plants now acknowledge the herringbone gear as the ideal drive for grain elevator legs and conveyors.

No elevator is really modern unless the drives are equipped with Sykes continuous tooth herringbone gears—*The gear with a backbone.* All Farrel reducers are fitted with these gears, and there is a Farrel standard reducer for every grain elevator requirement.

*Submit your power transmission
problem to our engineers*

Farrel Foundry & Machine Co.
344 Vulcan Street BUFFALO, N. Y.

Premier "V" Type Elevator Buckets



The strongest bucket made, unequalled for rigidity and wear. Made from one piece of steel with an extra deep fold at front and back and lap at ends riveted with two or more rivets.

Any required bushels per hour capacity can be secured with

PREMIER buckets at a lower first cost of installation than any other type of bucket and cost of upkeep is in the same proportion.

For future reference you should have in your files a copy of our tables giving the capacity in bushels per hour of Premier "V" buckets when used with head pulleys from 24 inches to 84 inches in diameter. Other valuable information is included regarding the correct design and dimensions of elevator heads, etc. Write us at once for a copy.

We also manufacture Steel Elevator Heads, Boots, Legging, Flexible Spouting, Boot Tanks, Conveyor Boxes and all other equipment for Grain Elevators that can be made from steel.

The Sheet Metal Products Co.

1645-55 Cleveland Avenue

KANSAS CITY, MO.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 3/4 inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 1/2 x 12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

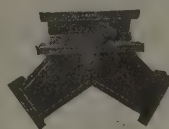
309 So. La Salle St.

Chicago, Ill.

THESE BIG MILLING COMPANIES

Know Equipment and have Used

"EHR SAM"



The fact that Ehrsam Elevating, Conveying and Transmission Equipment has been furnished in Grain Elevators for the following Big and Well Known Companies during the past two years is evidence, we think, that Ehrsam Equipment satisfies the most exacting equipment buyers.



Washburn Crosby, Kansas City, Mo.
El Reno Mill & Elevator Co., El Reno, Okla.

Eagle Milling Co., Edmund, Okla.

W. J. Lawther, Dallas, Texas.

Acme Milling Co., Oklahoma City, Okla.

Kimball Milling Company, Ft. Worth, Texas.

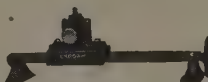
Liberty Mills, San Antonio, Texas.



The above elevators built by

Jones-Hettelsater Constr. Co.

Kansas City, Mo.



"EHR SAM"

Grain Handling Milling Equipment



Expert Ehrsam Engineers are always glad to counsel and advise in connection with Grain Handling and Milling Equipment problems. Why not write us today?

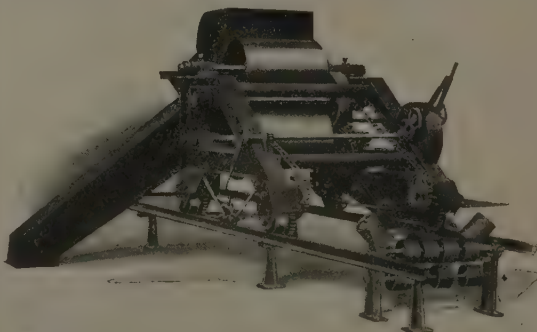


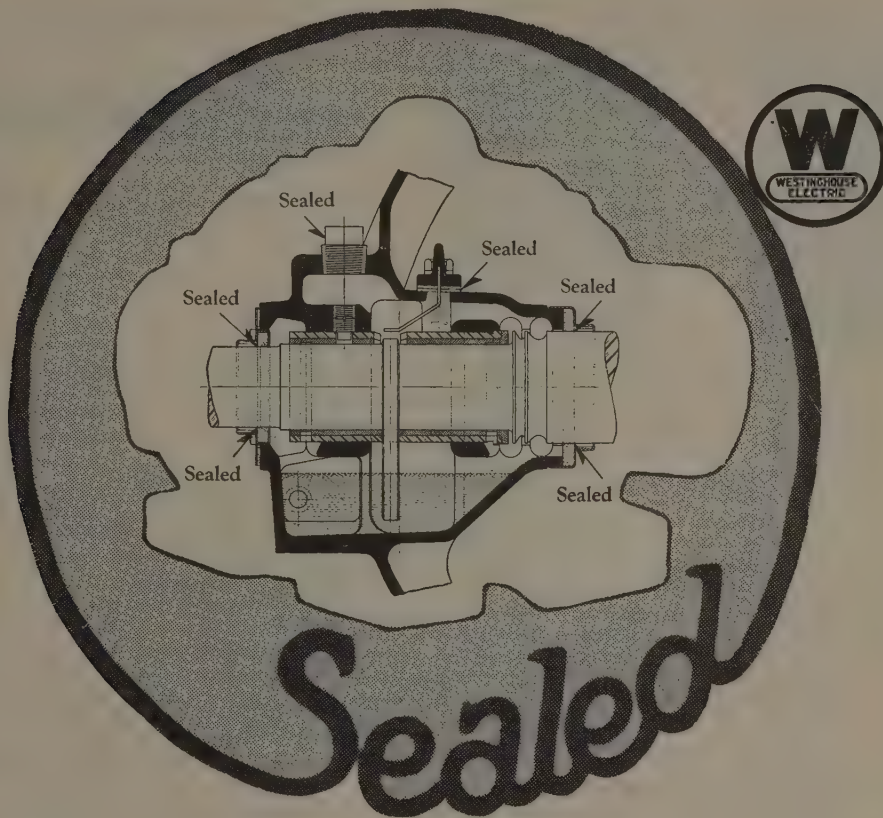
J. B. Ehrsam & Sons Mfg. Co.

ENTERPRISE, KANS.

Manufacturers of Machinery for Flour Mills, Grain Elevators, Cement Plaster Mills, Salt Plants, Coal Handling and Rock Crushing Systems, Fertilizer Factories, Power Transmission, Elevating and Conveying Equipment.

FREE CATALOG





Oil Can't Get Out

INSULATION insurance is provided for Westinghouse Motors by the Westinghouse Sealed Sleeve Bearing. The oil stays where it belongs—in the Sealed Sleeve Bearing; the insulation remains as it should—free from oil.

Even the air pressure created by a rapidly-running high-speed motor cannot suck or force the oil out of the Sealed Sleeve Bearing. Nor can dust enter it. The cushioning effect of a film of clean oil, completely surrounding the shaft, is always present.

Thus Westinghouse Motors, with Sealed

Sleeve Bearings take on an added lease of life through perfect lubrication and positive protection against the insulation troubles that come from oil-soaked windings. The shock and stress-absorbing ability of the large bearing surface is further multiplied by the ever-present cushioning oil film.

The Sealed Sleeve Bearing is a Westinghouse feature, exclusively—and declared to be the outstanding mechanical improvement of motors in 25 years. Oil can't get out; dust can't get in.

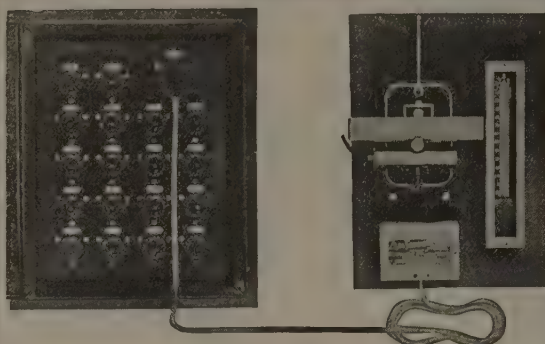
**There's plenty of performance proof
Ask Us for the "Evidence"**

Westinghouse Electric & Manufacturing Company
East Pittsburgh Pennsylvania

Sales Offices in All Principal Cities of
the United States and Foreign Countries

Westinghouse Motors *with* Sealed Sleeve Bearings

X87200



The "ZELENY" Protects Your Grain

A Few
Zeleny
Installations

Cargill Grain Co.
Pillsbury Flour
Mills
Bartlett Frasier
Co.
Udlike Grain
Co.
Armour Grain
Co.
Larabee Flour
Mills
New Orleans
Public
Elevator
Maney Milling
Co.
Buckeye Cotton
Oil Co.
Red Star Milling
Co.

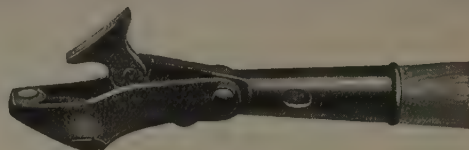
It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Zeleny Thermometer Co.

542 S. Dearborn St.

CHICAGO



THE NEW BADGER CAR MOVER

30 DAYS'

F R E E

T R I A L

Will spot your cars cheaply, easily and without delay.

Its patented features and quality materials make it the most efficient and durable mover being sold.

Try it out for thirty days in your plant, freight expenses paid by us.

THE ADVANCE CAR MOVER CO., APPLETON, WIS.

WHY-A-LEAK--STOP IT BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario

ACCOUNT BOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16¼ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 78 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.50

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago.

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,

COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

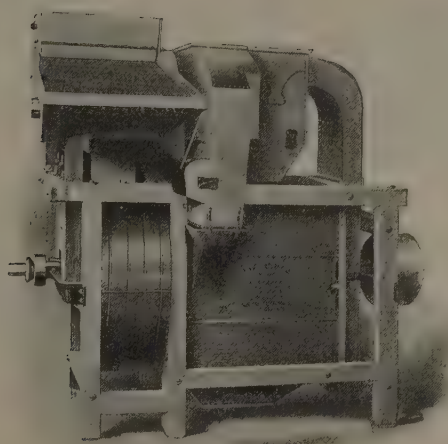
We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.



"Eureka"—"Invincible" Grain Cleaning Machinery



"Invincible" Smutter-Clipper

The usual charge of
2c per Bu. for De-Smutting
 yields the elevator operator a nice margin of profit

This combination machine will clean smutty and "leggy" or sprouted wheat; it will clip oats and when neither scouring or clipping is necessary it can be used as a substitute for a separator to screen and air clean any kind of grain.

Three styles:—Wood, Armored Wood and All-metal, Fireproof.

REPRESENTATIVES:

Wm. Watson, 515—No. 111 W. Jackson Blvd., Chicago
 J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.
 F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.
 Bert Easley, Box 363, Fremont, O.
 Dwight Dill, 700 North Winnetka Ave., Dallas, Tex.

Geo. S. Boss, Grand Hotel, New York City
 S. W. Watson, 123 Maplehurst Ave., Syracuse, N. Y.
 W. M. Mentz, Sinks Grove, W. Va.
 B. M. Estes, 1429 Allston St., Houston, Tex.
 Strong-Scott M'f'g. Co., 413 So. Third St., Minneapolis, Minn.

S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C., 3, England

For Greatest Profit In
Feed Grinding, Employ The
UNIQUE
BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

42 Robinson Bldg.

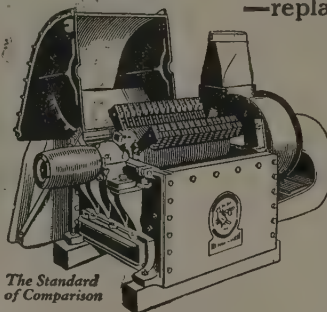
MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

"JAY BEE"
J. B. SEDBERRY
Crusher—Grinder—Pulverizer

**Grinds Any Feed to
Any Degree of Fineness**

The "Jay Bee" delivers larger capacities with less horse power than any other mill. The "Jay Bee" has no burrs, no knives, no rolls, no breaker plates. Manganese steel hammers, each having sixteen cutting edges reduce friction to a minimum—keep up—keep cost down—replacement parts few.



The Standard
of Comparison

Investigate today.
Write for full description and prices.

J. B. SEDBERRY INC.

132 HICKORY ST.
UTICA, N. Y.

Beware of imitations. All infringements will be vigorously prosecuted.

The Bauer
COSTS LESS PER HOUR
Heavy Duty
Attrition
Mills

"The Mill
that Fills
the Bill"

Belt and
Motor
Driven



The Bauer Ball-Bearing Motor-Driven Attrition Mill

Accessible
Interior
Self Tram-
ming
Safety Quick
Release

Put Your Grinding Problems Up to Bauer

Bauer Attrition Mills are made by Attrition Mill Specialists who have made a lifetime study and world-recognized success in building Attrition Mills that increase the output, decrease milling costs and put the Grinding Business in the profit-making class. The Bauer Engineering Department is at your service without cost to you. Let Bauer solve your Grinding Problems.

Send for Catalog

THE BAUER BROS. CO.

506 BAUER BLDG.

SPRINGFIELD, OHIO

Makers of Bauer Attrition Mills, Corn Crackers, Cake Breakers, Centrifugal Reels, etc.

**Abreast
of the times**

Grain dealers who keep abreast of the times know what the millers who buy grain are thinking and doing. This information can best be obtained by reading

THE MILLERS REVIEW
and
DIXIE MILLER
Atlanta, Ga.

A MONTHLY JOURNAL DEVOTED TO MILLING, FLOUR, GRAIN

Sample copies to interested parties upon request

43 years young; subscriptions \$1.00 a year

MOHAWK



RUBBER BELTING

For many years the **Standard Belt ing** for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.
 301 W. Randolph St. CHICAGO
 New York Boston Philadelphia San Francisco Seattle



Beyl Elevator Backstop

U. S. Patent, July 1923

Now you can buy a Backstop at a price within reach of all. The Beyl replaces one head shaft bearing, holds instantly, releases instantly and runs in oil.

BUILT AS STRONG AS ITS SHAFT

Write for Booklet

LINK BELT SUPPLY CO.
 Minneapolis, Minn.

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

Have You Seed For Sale?

Do You Wish To Buy Seed?

**See our "Seeds For Sale—
 Wanted" Department
 This Number.**

10,000 SHIPPERS
Are now using

TYDEN CAR SEALS

Bearing shipper's
name and consecu-
tive numbers.

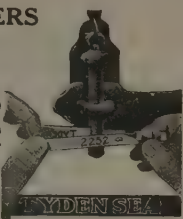
Prevent
CLAIM LOSSES

Write for samples
and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President

617 Railway Exchange Bldg., Chicago, Ill.



McMillin Wagon and Truck Dump THE PRACTICAL DUMP!

Prepare to handle any style or length wagon that may come to your elevator, as the farmers are each year using more of the long coupled wide bedded wagons.

The McMillin dump handles any length wagon or truck, and they can be raised to any slope, even sufficient to discharge grain from the rough wagon beds without the necessity of getting in the bed and kicking or raking it out.

It will dump any length vehicle into one dump door. By extending the track the one device will dump into several dump doors in a line in the driveway. Few, if any, changes required in your driveway, as it has no connection with the driveway floor.

All dumps equipped for operating by hand or power.

Two horse power motor or 4" belt from other machinery is sufficient.

Address

L. J. McMILLIN
525 Board of Trade Bldg.,
Indianapolis, Ind.

You'll Appreciate

- the Attractive Rates
- the Dining Facilities
- the Handy Location



500 Rooms

Room without Bath . \$2.00 and up

Room with Bath . . \$2.50 and up

Double Room and

Bath \$4.00 and up

Room with two single

beds and Bath . . . \$5.00 and up

RESTAURANT—COFFEE SHOP

Service at all times 6 a. m. until midnight.

POPULAR PRICES

Hotel Baltimore

12th Street and Baltimore Ave.
KANSAS CITY, MO.

**CONE-SHAPE
GRINDERS**

It PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *L. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. Gt.
N. P. BOWSHER CO., SOUTH BEND, IND.

Cover's Dust Protector

Rubber Protector. \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

Box 404 South Bend, Ind.

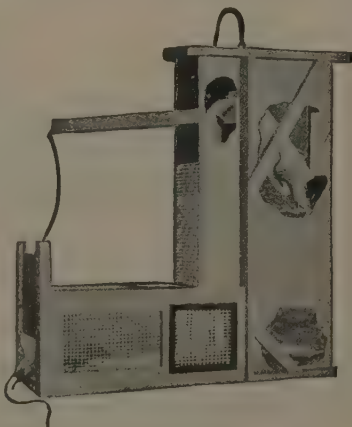


Rid Your Premises of RATS and MICE

Eliminate the losses due to contamination and destruction of stores and supplies by these irritating rodents.

"PEERLESS"
TRADE MARK

This Automatic Trap catches and kills by the wholesale. Each victim resets the trap for the next. It has made good under most desperate conditions in Flour Mills, Meat Packing establishments, etc. Over 150,000 in use.



Write today for full information

Each victim sets that trap or its follower

A. O. Automatic Trap Co.
630 Jackson Boulevard Chicago, Illinois

Confirmation Blanks Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

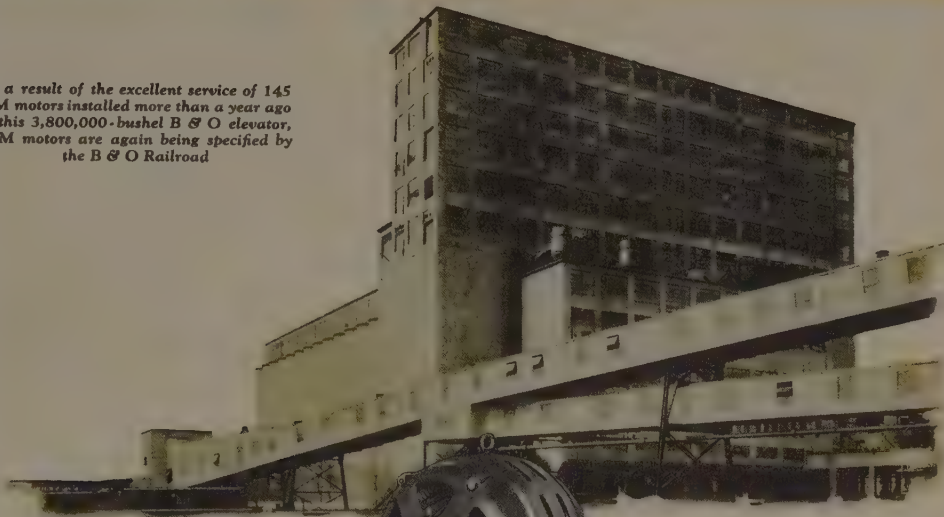
The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size 5¼"x8¾".

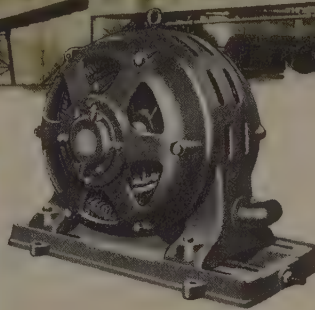
Order Form 6 CB. Price 90 cts.

Grain Dealers Journal
309 S. La Salle Street CHICAGO, ILL.

As a result of the excellent service of 145 F-M motors installed more than a year ago in this 3,800,000-bushel B & O elevator, F-M motors are again being specified by the B & O Railroad



A battery of twelve 2,500-bushel Fairbanks Type "S" hopper scales handle the bulk of the weighing in the big B & O elevator illustrated above. These scales are specially designed for ease of installation and quick inspection. In addition to the twelve large hopper scales, there are also four 800-bushel Fairbanks hopper scales. Use the coupon on the following page to request information



Again —the B & O Railroad selects F-M Motors

THERE is no stronger endorsement than a repeat order, and when it is placed by the B & O Railroad it becomes a tribute from engineering authorities of recognized standing.

In selecting F-M motors for the elevator soon to be entirely remodeled and enlarged at Fairport, Ohio, B & O engineers are voicing their satisfaction with the F-M ball bearing motors which have been operating for more than a year in the big elevator at Baltimore, illustrated above.

At the Fairport elevator all grain is received from boats, and one of the chief improvements will be the erection of a new marine leg capable of unloading boats at the rate of 20,000 bushels per hour. For driving the ship-shovel elevating and conveying machinery, eight F-M ball bearing motors will be used, varying in size from 20 to 75 hp.

The F-M double squirrel cage ball bearing induction motor used in the Fairport elevator is illustrated opposite. It was selected for this particular application because of its high starting torque and adaptability to remote control.

FAIRBANKS - MORSE

MOTORS · DIESEL ENGINES · SCALES





F-M Diesel-Electric Power *is cutting costs for this model mill*

OUTSTANDING merit is always quickly recognized. Some time ago, B. B. Sheffield, president of the Minneapolis Milling Company, installed a 120-horsepower F-M Oil Engine for irrigation pumping on his ranch in Montana; and so economically and dependably did this engine operate, that he chose a large F-M Diesel to handle the increased power demand of the enlarged and remodeled spring wheat unit of the Minneapolis mill.

The Diesel-Electric installation is shown

above. With characteristic Fairbanks-Morse dependability, it has been operating 24 hours a day—and at a cost far below that of the steam plant which is operating in the same mill.

From small engines in small community mills to large power units in big modern mills, the operating story of the F-M Diesel is always the same: Flawless performance day after day at lower cost than is found with any other form of power. Behind this performance is the unrivaled simplicity of the F-M Diesel.

FAIRBANKS, MORSE & CO., Chicago

28 branches throughout the United States at your service

FAIRBANKS-MORSE

DIESEL ENGINES · MOTORS · SCALES

FAIRBANKS, MORSE & CO., Chicago
Please send information as requested below:
☐ Motors for elevator and mill drives
☐ Diesel Engines
☐ Scales for.....

Name.....
Address.....
Company.....



A-959

GRAIN ELEVATOR BUILDERS



Folwell-Sinks Form Lifting **JACKS** and **Steel Yokes**

for Grain Elevator, Silo and
Coal Pit Construction

Write for literature and prices

Manufactured and Sold by

NELSON MACHINE CO.
WAUKEGAN, ILL.

Patented

Younglove Construction Company

Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants
Wood or Fireproof Construction

*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING

Concrete Pits that ARE Waterproof

418 Iowa Bldg.

Sioux City, Iowa

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Ledgerwood, Sec.
A. E. Owens, Supt. Cons.

Southwestern Engineering Company

Designers and Builders of
**MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS**
SPRINGFIELD, MO.

C. T. Stevens

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
319 BUDER BUILDING

C. E. Roop

C. B. Barutio

ST. LOUIS, MISSOURI

Weller Metal Pds. Co.

Chicago Office Factory
505 Webster Bldg. Hammond, Ind.
SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices
W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

A. F. ROBERTS ERECTS FURNISHES

MADEIRA

ELEVATORS
CORN MILLS
WAREHOUSES
PLANS
ESTIMATES
MACHINERY
KANSAS

J. E. STEVENS

53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test.
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

GEO. A. SAATHOFF

CONTRACTOR and
ELEVATOR BUILDER

Mayer Hotel Peoria, Illinois

HORNER & WYATT

Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

S. E. DYSON

Chandlerville, Ill.

Building and Repairing
Grain Elevators

GRAIN and COAL ELEVATORS
T. E. IBBERTSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by

James Stewart and Company, Inc.

W. R. Sinks, Mgr. Grain Elevator Dept.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



One of a

Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.

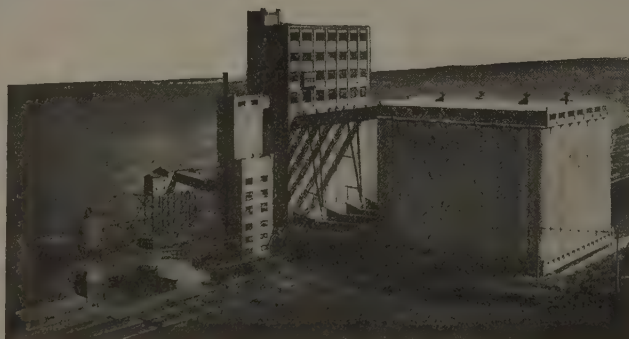
The Saskatchewan Co-operative Elevator Co., Limited.

The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



Missouri Pacific Railroad Co.

2,500,000 Bu. Concrete Grain Elevator

St. Louis, Mo.

DESIGNED AND BUILT BY

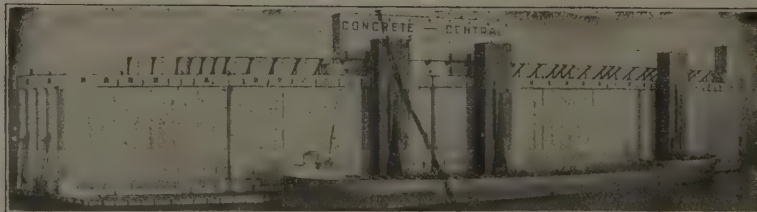
Folwell-Ahlskog Co.

Engineers and Constructors

323 N. Michigan Ave.

Chicago, Ill.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



Kimbell Milling Company Elevator Fort Worth, Texas

Total capacity 800,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit of 250,000 bus. storage completed early in 1925.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

706 Mutual Bldg.

Kansas City, Mo.



The Baltimore and Ohio R. R. Co.'s
Baltimore, Md.

Terminal Grain Elevator
Capacity 3,800,000 Bushels

*The Most Rapid Grain Handling
Plant in the World*

Constructed by

THE M. A. LONG CO.

Engineers and Constructors
Grain Elevator Department

Baltimore

Maryland

Santa Fe Elevator "A" Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

108 S. La Salle St., Chicago

54 St. Francois Xavier St., Montreal

837 W. Hastings St., Vancouver, B. C.



MIXING

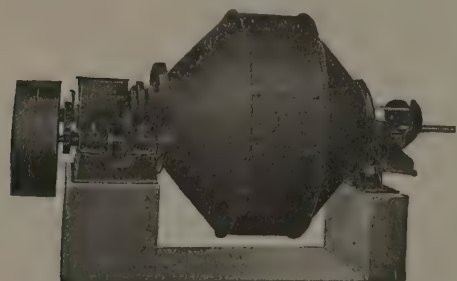
is a comparatively new field for many millers, but it is a mighty profitable one. One of our miller friends in three months increased his business from nothing to over ten tons of mixed feed a day.

Possibly you will not be able to equal this record but, even so, don't overlook the fact that there is real money in feed mixing.

An ordinary batch mixer enables you to make a good profit—

A Munson Superior Batch Mixer

allows you an extra margin of profit as it uses less power, mixes faster, cleans completely between batches and gives an absolutely uniform mix.



Better let us send you Catalog 41 so that you can see for yourself the proof of this extra margin of profit.

Munson Mill Machinery Co., Inc.

Established 1825

213 Seward Ave.

Utica, N. Y.

Representatives—Strong-Scott Mfg. Co., Minneapolis, Minn.;
F. J. Conrad, Cedar Rapids, Ia.; A. D. Hughes Co., Wayland, Mich.

YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks. By using these blanks you make **formal order** for cars to suit your needs, and the **duplicate** copy provides you with undeniable evidence that the station agent received the order.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of delay by the railroad company.

CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use **Form 222 C. O.**, Price 75cts.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

Chicago, Ill.

Duplicating Wagon Load Receiving Book

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight 4 lbs.

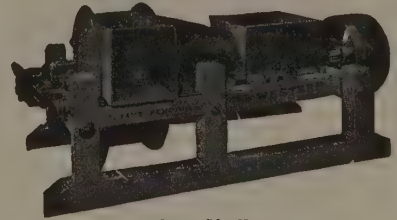
Grain Dealers Journal

309 So. La Salle St.

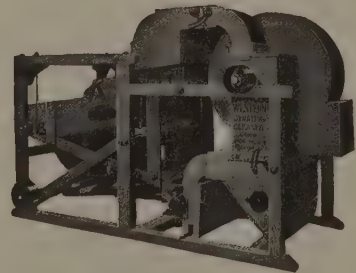
Chicago, Illinois

THE WESTERN LINE GRAIN ELEVATOR MACHINERY

Belt Conveyors
Chain Conveyors
Bucket Elevators
Elevator Boots
Elevator Casing
Elevator Heads
Elevator Spouts
Chain
Sprockets
Wagon Dumps
Power Shovels
Car Pullers
Rope Drives
Pulleys



Pitless Sheller



Gyrating Cleaner

TRY OUR SERVICE—

UNION IRON WORKS--Decatur, Ill.

POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the

cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

Price \$2.00

GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Lubricating System
Agricultural Gypsum	Magnetic Separator
Attrition Mill	Manlift
Bag Closing Machine	Moisture Tester
Bags and Burlap	Mustard Seed Separator
Bearings { Roller	Oat Bleachers and Purifiers
{ Ball	Oat Clipper
Beltting	Pneumatic Conveying Equipment
Bin Thermometer	Portable Elevator
Boots	{ Oil Engine
Buckets	{ Gas Engine
Car Liners	Motors
Car Loader	Power Shovel
Car Mover	Radio Equipment
Car Seals	Railroad Claim Books
Cipher Codes	Rat or Weevil Exterminator
Claim (R. R.) Collection	Renewable Fuse
Clover Huller	Safety Steel Sash
Coal Conveyor	Sample Envelopes
Corn Cracker	Scales
Conveying Machinery	Scale Tickets
Distributor	Scarifying Machine
Dockage Tester	Screw Conveyor
Dump	Self-Contained Flour Mill
Dust Collector	Separator
Dust Protector	Sheller
Elevator Brushes	Siding-Roofing { Asbestos
Elevator Leg	{ Steel or Zinc
Elevator Paint	Silent Chain Drive
Feed Mill	Smut Remover
Fire Barrels	Speed Reduction Units
Fire Extinguishers	Spouting
Friction Clutch	Storage Tanks
Grain Cleaner	Sulphur
Grain Driers	Testing Apparatus
Grain Tables	Transmission Machinery
Leg Backstop	Transmission Rope
Lightning Rods	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BUREAU

Grain Dealers Journal, 309 So. La Salle St., Chicago

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

BIG BARGAIN—Seven elevators in Northern Illinois. Sold singly or as a whole. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

TWO SOUTHERN KANSAS Elevators for sale. Reasonable terms. For particulars address Box No. 278, Kiowa, Kansas.

NORTHWEST IOWA Elevator for sale, located on Rock Island Railway, 15,000 bu. capacity. Will be sold April 2, 1926. C. H. Riley, Assignee, Granite, Iowa.

MISSOURI—A 10,000 bu. elevator for sale, in county seat town. Doing a good grain, coal and feed business. No competition. Address 56F3, Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA Elevator for sale; modern equipment. Station will handle one-half million bushels corn and oats. Two elevators; sidelines coal and feed. Address 56C7, Grain Dealers Journal, Chicago, Ill.

WESTERN IOWA—35,000 bu. elevator for sale; located in large, good territory; one competitor; favorable rates. Sidelines seed, feed and coal. Corn crib 4,000 bu. Address 56D31, Grain Dealers Journal, Chicago, Ill.

DESIRABLE SOUTHERN MINNESOTA AND NORTHERN IOWA Elevators for sale, handling large volume. Territories large. Will sell plants on reasonable terms. Fine business opportunities. Address 56C22, Grain Dealers Journal, Chicago, Ill.

EASTERN CENTRAL ILLINOIS—100,000 bu. elevator for sale, modern, electric power and light, on hard road, no competition, fine 8 room house, about 8 acres of land, also good site for lumber yard. \$30,000 for all. Address 56F5, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS—20,000 bu. cribbed ironclad elevator, in cream of grain growing Winnebago Co., 3 mi. from Rockford; residence and general store in connection. Active sidelines, coal, feed, livestock, etc.; excellent drawing range. L. N. Bowman, Winnebago, Ill.

KANSAS—One 15,000 bu. modern elevator, warehouse and coal sheds on Santa Fe at Wells, Kansas, for sale. Sealed bids will be received until April 15, 1926. We reserve the right to reject any and all bids. For further information inquire S. H. Kinsey, Sec'y, Wells Co-operative Elevator Co., Wells, Kansas.

NORTHERN MISSOURI—30,000 bu. cribbed elevator for sale; 3 railroads; equipment—100 ton track scale, power shovel, car puller, cleaner and large capacity feed roll.

This elevator will be sold for less than one half the cost to build. Built 10 years ago and is in good condition. Address 56D17, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

N. W. MO.—10,000 bu. elevator for sale in good town, good schools and churches. Write 56F16, Grain Dealers Journal, Chicago, Ill.

IOWA Grain Elevator for sale, metal siding, electric power, fine office and feed house, Globe Dump. O main line R. I. Ry. Address 56D10, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—12,000 bu. house on main line A. T. & S. F. for sale, in the corn and wheat belt. No competition. Price \$2,500. Address Consumers Fuel & Feed Co., Galesburg, Ill.

SOUTH DAKOTA Elevator for sale, electrically equipped, first class condition, ample territory in good grain belt. A real bargain. Address F. A. Kohlhoff, Stratford, S. D.

ILLINOIS—Two cribbed elevators in the heart of the Corn Belt; showing good business. If you want something good write quick to 56C15, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—30,000 bu. elevator handling over 250,000 bus. grain annually. Good competition and large territory. Only coal bins at station. Price \$15,000. Address 56F15, Grain Dealers Journal, Chicago, Ill.

FOR SALE 30 miles west of Chicago: Elevator, coal yard, feed grinding, general store, 2-3 ton trucks, 2 good houses, 3 acres ground clear of encumbrance. Owner retiring. Write H. H. Tank, R. F. D. No. 3, Naperville, Ill.

NORTH MISSOURI—8,000 bu. elevator, feed, flour and coal business. Complete equipment including automatic scales, sheller, etc. Practically no competition. Bargain for cash. Address L. R. Bryan, Box 544, Chillicothe, Mo.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.

CENTRAL WESTERN ILLINOIS—27,000 bu. grain elevator on Wabash R. R.; large warehouse with basement and office; cement construction; good coal bins. Cost over \$26,000 when built, will sell at a bargain if taken soon. Write 56D5, Grain Dealers Journal, Chicago, Ill.

MICHIGAN—In order to settle partnership will sell central Mich. elevator, located in heart of bean district. Electrically equipped and in good condition. Handles feed, coal, cement, fertilizer, posts, fencing, etc., as sidelines. No competition. Address 56C21, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—18,000 bu. elevator and feed mill for sale in small town, electrically equipped, all modern, sidelines coal, feed, flour, seed, hay, straw, in fact everything in farmers line. No competition; making 15 to 20% on investment; the best business ever offered. Wish to retire from business. Address 56F14, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHEAST KANSAS—Good elevator for sale on Santa Fe R. R. Business good. Address 56E15, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—4 elevators for sale in good grain producing territory; good profitable business. Priced right for quick sale. Address R. P. Miner & Co., Alexis, Illinois.

WESTERN INDIANA—A good ten dump elevator complete for sale. Good farming territory and nice small town to live in. Address 56A18, Grain Dealers Journal, Chicago, Ill.

SEVERAL GRAIN ELEVATORS for sale at small stations in Northern Illinois, also handling lumber, coal and other sidelines. Holcomb-Dutton Lumber Co., Sycamore, Ill.

CENTRAL ILLINOIS—40,000 bu. modern elevator for sale on I. C. Ry. Station handles 500,000 bu. Priced right for quick sale. Address 56F22, Grain Dealers Journal, Chicago, Ill.

YOU MAY BE MISSING SOMETHING.

AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

INDIANA ELEVATOR for sale, well located in good city of 10,000, in heart of best farming district of Indiana. Good reason for selling and low price. Address 56E18, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—30,000 bu. cribbed elevator for sale, modern and in good repair. Come and look it over, a real bargain. Price \$6,500 cash. No trades considered. Address 56F25, Grain Dealers Journal, Chicago, Ill.

CENTRAL KANSAS—20,000 bu. ironclad elevator for sale; feed elevator in connection; coal bins. Good territory with splendid prospect for wheat crop. One other elevator. Write 56F7, Grain Dealers Journal, Chicago, Ill.

ILLINOIS Elevator for sale near town of 18,000. Can live in town and operate this elevator. On good hard road. Main line of railroad to Chicago. Prices and terms right. Write 56F23, Grain Dealers Journal, Chicago, Ill.

CENTRAL IOWA—Grain and coal business for sale on the main line Milwaukee Railroad; capacity 40,000 bus.; also oat annex, 25,000 bus. capacity. No competition either line. Strictly modern houses. Address 56F20, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—12,000 bu. elevator for sale, electrically equipped, truck dump, in best grain land in state. Fine competition; sidelines, flour, feed, coal; main line R. I. Must sell at once. Dirt cheap at \$7,000. Address 56C14, Grain Dealers Journal, Chicago, Ill.

IOWA—A splendid 12,000-bu. elevator for sale with private owned ground consisting of 6 large city lots, feed mill, sidelines. Only elevator and feed mill in town. Plenty corn, lots of feeding. Reasonable; good terms. Address 55Y17, Grain Dealers Journal, Chicago, Ill.

SEVERAL very desirable elevators and combination elevators and lumber yard plants for sale in Western Iowa and Eastern Nebraska, handling large volume grain, coal, lumber. Territories large. Fine business opportunities. Write 56C23, Grain Dealers Journal, Chicago, Ill.

Terminal Transfer Elevators

For sale in Chicago District; small; fully equipped with cleaners, clippers and sulphuring machinery; first class condition, now operating. Storage capacity 125,000 bushels; handling capacity 25 cars daily. Going concern with established business that will go with elevators. Address 56F30, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

I WANT TO BUY an elevator in the corn belt. Address A. W. Froning, Aurelia, Iowa.

WANT TO LEASE grain elevator in Indiana with option of buying. Address 56E8, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY OR LEASE elevator in Kansas wheat belt. Address W. E. Stanley, 1927 N. 14th St., Kansas City, Kansas.

WANT TO BUY an elevator and coal business in the corn belt of Iowa for cash. Address 56C5, Grain Dealers Journal, Chicago, Ill.

WILL TRADE good central Indiana farm for modern, well located grain elevator, Indiana preferred. Address 56F8, Grain Dealers Journal, Chicago, Illinois.

WILL TRADE clear, raw half section of land in Jones County, S. Dak. for good, well located elevator in southeast S. Dak. Address Lock Box No. 712, Mitchell, S. Dak.

WANT TO TRADE a 220 acre farm in Preble Co. Ohio for a good elevator; must be at a good location, doing a good business, Indiana or Ohio preferred. Address 56C6, Grain Dealers Journal, Chicago, Ill.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. McGuire, 6440 Minerva Ave., Chicago, Ill.

FEED MILL FOR SALE.

FEED MILL in western New York state for sale. Modern brick buildings, first class machinery with individual motors, low power rates; mill capacity 160 tons daily, storage capacity 30 cars bulk grain and 15 cars sack feed; railroad siding, milling in transit privileges. Handling feeds, flours, poultry supplies, etc., to large trade in western New York, eastern Penna. and New Jersey. Average gross business over 12 years about \$900,000 annually. Available with or without city retail store. An excellent going business, priced conservatively, with reasonable terms Osgood & Ripley, Box 504, Jamestown, N. Y.

MILLS AND ELEVATORS FOR SALE.

INDIANA Flour Mill and Elevator for sale in a good location, 10 miles east of Indianapolis; 100 lb. capacity hammer mill feed grinder; good coal business in connection; 1 acre of ground. Good business. For information call on Wm. Kleine, Cumberland, Indiana.

MILLS FOR SALE.

FOR SALE—In Western Ohio, a 50-barrel flour mill, self contained, with an additional Buckley and Reel, also a McFeeley Disintegrator. Fully equipped with 4 tempering bins, first class cleaner and scourer. Substantial bldg. used for feed grinding in which is installed up-to-date feed grinder, ear corn crusher and a French Burr Mill for grinding table meal or whole wheat flour. Plant is driven by 2 electric motors, a 20 and 35 H. P. Mill is now running with a growing and well pleased trade. Town of 800 in splendid and prosperous farming community. Will sell for \$7,500. Address 56D6, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—500-barrel oat meal mill, 40 tons per hour feed making plant, and grain elevator. Address C. Elderding, Morris, Ill.

FOR SALE OR LEASE: Up to date Molasses & Dry Mixed Feed Plant, 20,000 bu. storage, all new bldgs. and machinery. Big Dairy and Poultry business, both local and car lots. Write care of Box 236, Weatherford, Texas.

HIGHLY PROFITABLE grain business for sale in large Kansas town. I can prove this business will make you money even during dull times—something unusual. Will take only a small amount of cash to handle. Address 56E10, Grain Dealers Journal, Chicago, Ill.

LUMBER FOR SALE

FOR SALE TO THE HIGHEST BIDDER, 40,000-bu. elevator containing 169,000 feet lumber, elevator to be torn down. Address The Farmers Co-op. Co., Boswell, Ind.

SITUATION WANTED

WANTED position as elevator manager; have had 3 years' experience; best of references. Address B. J. Hedum, Box 6, Soldier, Iowa.

WANTED—Position as manager of elevator; 20 years' experience; prefer Iowa. Address 56D18, Grain Dealers Journal, Chicago, Ill.

WANTED position as manager or solicitor; 15 years' experience; good bookkeeper; best of references. Prefer Ind. or Ill. Address 56E14, Grain Dealers Journal, Chicago, Ill.

MANAGER with 15 years' experience desires position with country elevator. Understand sidelines, books; best of references. Address 56D27, Grain Dealers Journal, Chicago, Ill.

MANAGER with 14 years exp. desires position with country elevator; understand sidelines, books; references. Prefer Nebr. or S. D. Write 56F2, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as elevator foreman or buyer; 8 years with country and terminal stations; understand buying, mixing, blending; reference; prefer Kansas; age 28. Address 56E12, Grain Dealers Journal, Chicago, Ill.

SUCCESSFUL Farmers' Elevator manager with 14 years' experience desires position with good company. Good accountant, experienced in sidelines and all around grain man. Can handle big business. Am not afraid of work. Illinois or Indiana preferred. Address 56E19, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by married man 27 years of age, 8 years' experience in grain, feeds, seeds, coal; thoroughly acquainted with the business, have been active in management; 4 year high school and 2 years' college education; bookkeeper; typist; experienced in transit privilege; references. Prefer Ohio. Address 56D4, Grain Dealers Journal, Chicago, Ill.

MOTORS FOR SALE.

WESTERN Electric Motor, 20 HP., and starting box switch, in excellent condition. Priced very reasonable for quick sale. Write Willey Farmers' Grain Co., Taylorville, Ill.

FOR SALE—One General Electric Motor, 1700 rpm., 7½ hp., used about a year. Also one Westinghouse Motor, 1150 rpm., 7½ hp., used less than a year. Rheostats included; first class condition. Price \$75 each for quick sale. Webster Equity Elevator, Webster, S. D.

BELTING WANTED

WANTED from 100 to 300 ft. of old rubber belting 16 to 24 inches wide. Reimer-Smith Grain Company, Holyoke, Colo.

SCALES FOR SALE.

5 BUSHEL latest type self compensating Richardson Automatic Scale for sale. W. C. Bailey & Son, Omaha, Nebr.

HOWE 5-ton platform scale for sale with computing beam, good condition. Priced right. Webster Equity Elevator, Webster, S. D.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ONE SMITH Style No. 1010 Flour Packing Scale, slightly shop worn, original price \$375.00, will sell for \$300.00 to quick buyer. Order subject to prior sale. Howe Scale Company, 512 St. Charles St., St. Louis, Mo.

SIX FAIRBANKS Hopper Scales, 1600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., 800 E. 18th St., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

ENGINES FOR SALE.

GAS ENGINE—30 h. p. Stover, excellent condition. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

When In Minneapolis
Stay At

The NEW NICOLLET HOTEL

Opposite Tourist Bureau on
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The Northwest's Finest Hotel.
600 rooms with bath or
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Every room an outside room.
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Rates:

59 Rooms at \$2.00	257 Rooms at \$3.50
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MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

MACHINES FOR SALE.

FOR SALE—A 25-bbl. "Midget" also five other machines, first class condition. Make us an offer. Hazen Grain Co., Hazen, N. D.

FOR SALE—Letz Grinder No. 40, good condition. Also 15-20 H. P. Chandler and Taylor automatic steam engine, practically new. Address W. C. Smock & Co., Burrows, Ind.

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

A EUREKA Warehouse Single Receiving Cleaner for sale equipped with automatic sieve cleaner. As good as new, only used 2 years. A bargain. Wolfe Grain Co., Shipshewana, Ind.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

MACHINERY in elevator formerly operated by Farmers' Co. for sale. Includes manlift, one stand elevators 6x14 cup, one stand elevators 7x15 cup, A-1 Western sheller, a lot of good ring roller Dodge Bearings, conveyors, clutches, drag, hopper scale, belting, rope drive, turn heads, a lot of extra heavy steel spouting, loading spout, etc. One style "B" Monitor No. 6 combined corn and grain cleaner with disc oiling eccentricities. One 25 hp. G-E Motor, 3-phase, 60 cycle, 220 volt, alternating current, 1150 speed. Will sell machinery as a whole or will sell building and machinery as they stand, same to be torn down. We have a real bargain for anyone within 200 miles who is going to build an elevator.

F. J. WOOD & SONS, London, Ohio.

MACHINES FOR SALE

FOR SALE—A Fairbanks 16-in. stone burr mill in excellent condition. Address Cheyenne Wells Elevator Co., Cheyenne Wells, Colo.

FOR SALE—One No. 16 right hand U. S. Cylinder Corn Sheller, capacity 800 to 1000 bu. per hour. The Blair Elevator Corporation, Atchison, Kansas.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

ALL-STEEL MANLIFT.

Satisfaction Guaranteed.

Enterprise Utility Manufacturing Co.,
742 Webster Bldg. Chicago, Ill.

FOR SALE—One Barnard & Leas Cleaner. Also one Link-Belt silent chain drive, capable of transmitting 50 H. P. Also one 10 ton Fairbanks Truck Scale. Address W. H. Cramer Construction Co., North Platte, Nebr.

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. I double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ELEVATOR MACHINERY FOR SALE

Complete: consisting of one 25-hp. motor, sheller, cleaner, drag chains, shafting, belting, pulleys, Unique Attrition Grinder, 1 three-roll meal mill and bolter, 1 No. 132 clover seed cleaner, 1 loading out scale. Will sell cheap. Reveal & Patterson, Lebanon, Ind.

FOR SALE—Sprout Waldron Attrition Mill, late type, excellent condition, 22 inch with 2 direct connected 20 h.p. Westinghouse Motors, complete with starter, 220 volts, 60 cycle, 3 phase. A big saving in cost is available to the alert buyer, interesting in this high class attrition mill, who inquires promptly. Write or wire, J. B. Sedberry Co., 817 Exchange Ave., Chicago, Illinois.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.
9 S. Clinton St. Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—1 Cornwall Corn Cleaner; 1 pit-less corn sheller; one 3-bu. Fairbanks Auto Scale; one 10-ton Fairbanks heavy duty wagon scale; one 12 h.p. Internat'l gas engine; 1 Boss car loader; 1 boot; 1 head pulley; elvtr. belt and buckets; shafting, pulleys, etc.

All the above machinery in 1st class condition; used about 4 years at a station averaging about 7,000 bus. annually; only one car run through elvtr. this year. This is cheap equipment for someone wishing to construct a small elvtr. J. H. Dougan & Sons, Paxico, Kans.

ATTRITION MILLS—Double head, motor driven, ball bearing; Monarch 24", Munson 24".

Single head, motor driven; Bauer Bros. 24".

Double head, ball bearing, belt driven: Monarch 20".

Single head, ball bearing, belt driven: Dreadnaught 18", Robinson 16", Diamond Huller 14".

Plain bearing mills: Halsted 18", Dreadnaught 18".

Mixers: All steel, horizontal and vertical; Hutchinson and Triumph Corn Shellers; dust collectors; large and small elevators; belt conveyor; steel conveyor; reels for grading chick feed; 1 Fairbanks Automatic Sacking Scale; Corn Scurer.

Scourers: Invincible No. 1 and No. 1 double. Monitor No. 1. Iron Prinz ball bearing No. 4 and No. 4 plain bearing.

Separators: Monitor No. 3 and No. 1. Wolf No. 771 Compound Shake. Clutches, Tighteners, a few sheave pulleys, blowers, a few large pulleys, wood and iron pulleys, shafting, hangers.

Everything for the elevator. Get our prices before buying elsewhere.

A. D. HUGHES CO., Wayland, Mich.

MACHINES WANTED.

WANTED—Used Eureka Seed Mixer. Write Hart & Vick, 55 Stone St., Rochester, N. Y.

WANTED to buy 250 to 500 bushel per hour Capacity Steam Drier. State make, condition and price. Address 56F32, Grain Dealers Journal, Chicago, Ill.

WANTED—An 8 or 10 h.p. gasoline engine which will give good service. Also a No. 16 Clipper Seed Cleaner. Address L. D. Brandt, Douglass, Kansas.

WANTED—Second hand ear corn crusher. Must be in good condition. Send description, cut of same and lowest price.

MANN & MANN, Hartley, Iowa.

FLOUR FOR SALE.

MIXED CARS OF FLOUR AND MILL FEEDS in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. ANSTED & BURKE CO., Springfield, Ohio.

HESS DRIER
FOR SALE

No. 8, in good condition, now knocked down and ready for immediate shipment. Can be installed and operated in two separate sections as number sixes and will be sold that way if need be.

Address

DONAHUE STRATTON CO.

Milwaukee, Wis.

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GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm

Capacity of Elevator

Post Office

State



If You Need HAY
write us for delivered prices

SEEDS FOR SALE—WANTED

Directory

Grass and Field Seed Dealers

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA.

McGreer Bros., whole seed corn our specialty.

CONCORDIA, KANS.

Bowman Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed, corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.
Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

SEEDS FOR SALE.

COW PEAS for sale, carlots and less. Write for prices. R. F. Bastien, Vergennes, Ill.

FOR SALE—A few cars 1924 corn for seed that will give satisfaction. Anticipate your needs early. Louis W. Sage, Julian, Nebr.

FOR SALE—Hog, Siberian, Early Fortune and Common Millet. Sudan. Can furnish in straight or mixed cars. Address Reimer Smith Grain Co., Holyoke, Colo.

FANCY heavy weight victory oats, sixty-five cents a bushel. Write for carload lot prices. You can beat the professional agitators to a frazzle if you induce your farmers to sow these oats. Metamora Elevator Co., Metamora, O.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

SEED OATS WANTED

WE WANT TO BUY 2,000 bushels of late kherson seed oats. Submit sample and price. Greta Roller Mills, Greta, Nebraska.

ACCOUNT BOOKS

FOR SALE BY
Grain Dealers Journal
CHICAGO

HIGH TESTING

NEBRASKA AND
DAKOTA GROWN

SEED
CORN

CLOVERS
TIMOTHY
ALFALFA

Get Our Samples and
Prices Before Buying

NORTH AMERICAN SEED CO.
MILWAUKEE, WIS.

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas
First and Victor Streets St. Louis, Missouri

KELLOGG
SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

Kraus & Apfelbaum

Ft. Wayne, Ind.

Wholesale

**Field Seed
Dealers**

Our AA Brands stand the test.
Ask the dealers who buy them.

Dealers in the

Clover, Alfalfa and Timothy

Seed Districts, mail us your samples. We are always in the market. Let's get going with one another.

**BUCKEYE BRAND
FIELD SEEDS**

Strictly No. 1 Quality

The J. M. McCullough's Sons Co.
CINCINNATI OHIO

SEED CORN

Carefully selected, tested, and carrying Purdue Agricultural Station tags, in bushel bags in ears, showing germination test of 95% or better, Reid's Yellow Dent crossed with Crawford Variety, which is a particularly desirable character of corn for this latitude, good size and quick growth. In quantities desired, reasonable price considering quality. Samples and prices on request.

H. E. Kinney Grain Company
Indianapolis, Indiana

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

We are Buyers and Sellers,—TIMOTHY CLOVERS
MILLETS, Grass Seeds and Seed Grains
Send samples for bids. Ask for samples and price

RUDY-PATRICK SEED CO.

**Alfalfa, Sudan
Millet and Cane**
KANSAS CITY, MO.

SEEDS

Alfalfa, Sweet Clover
Domestic Red Clover
Timothy, Seed Grains

And All Other Seed

Carloads or less. Write for samples

NORTHRUP, KING & CO.
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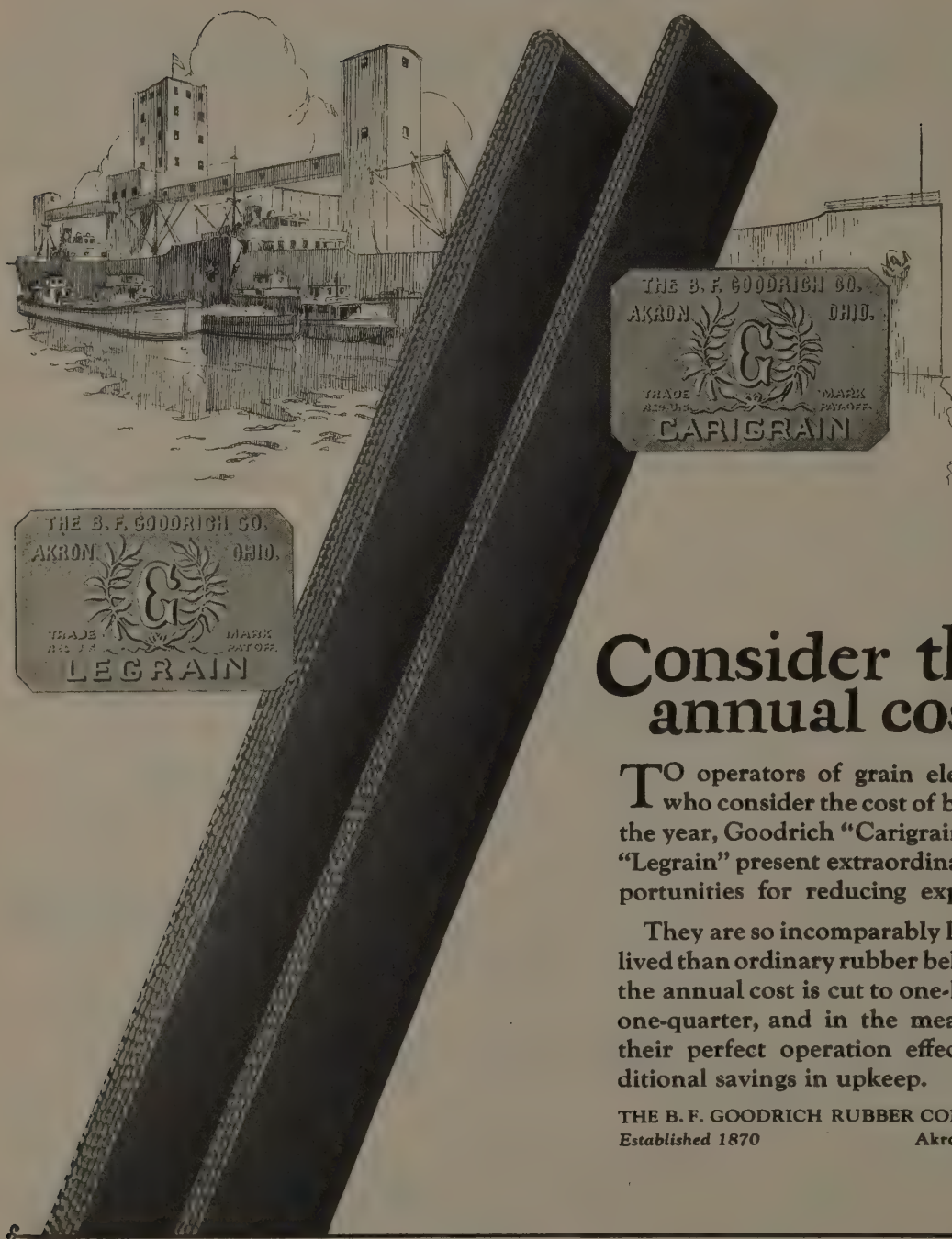
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LOUISVILLE SEED COMPANY

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Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
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Consider that annual cost!

TO operators of grain elevators who consider the cost of belts by the year, Goodrich "Carigrain" and "Legrain" present extraordinary opportunities for reducing expenses.

They are so incomparably longer-lived than ordinary rubber belts that the annual cost is cut to one-half or one-quarter, and in the meantime their perfect operation effects additional savings in upkeep.

THE B. F. GOODRICH RUBBER COMPANY
Established 1870 Akron, Ohio

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Legrain and Carigrain

"BEST IN THE LONG RUN"

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, MARCH 25, 1926

STOCKS of contract wheat in Chicago elevators are so small the situation is full of peril to those who, as hedgers, do not contemplate delivery.

THE KANSAS FEED registration law may be knocked out by the Supreme Court because the inspectors picked on a dealer who is not disposed to submit to what he considers an injustice.

WHY NOT have a referendum on the equalization fee to determine whether any considerable percentage of the farmers desire such a rake-off to be taken from the sale price of their product?

THE WHEAT POOL has been so confident of its ability to control the market that we have watched with intense eagerness some explanation from the pool managers as to why they do not boost the price of wheat.

THE FARM RELIEF dictators who issued a mandate some time ago to the effect that relief legislation must be enacted for the farmer by the middle of April or trouble would be brewing for Congress, seem doomed to certain disappointment.

ARGUING for or against the value of lightning rod protection is unnecessary, since the generous reduction in the rate of insurance when lightning rods are installed, makes it possible for any doubting grain elevator operator to pay for the protection out of the reduction in the rate.

ELEVATOR OPERATORS who clean seed for farmer patrons thereby gain a friend and increase the amount of grain which will be marketed at their elevator next Fall.

SPECULATORS on the exchanges will be pleased to learn that the U. S. Dept. of Agriculture does not blame them for the low price of corn. In its comment on farmers' intentions to plant the government says "Corn from the 1925 crop has sold at very low prices because there was a record crop in the corn belt states."

REGULAR dealers feel that the bill passed by the House creating a division of co-operative marketing is a discrimination against them, believing that the benefits of market research should be extended to all dealers, so that producers who do not care to engage in co-operative enterprises could receive the benefit of market research.

DEALERS who hold grain in terminal storage elevators are giving preference to houses equipped with thermometers to warn operators of grain heating. The old plan of notifying owners of grain that it needs turning everytime the house is not busy is repugnant to the man who pays the bill. Why wear out grain in handling when it does not need to be turned?

VAST AREAS of new land in Western Kansas and Colorado are soon to be made productive by the tractor and combined harvester. Millions of acres of virgin soil here grow wheat at a cost of 65 cents per bushel and are prepared to make a peck of trouble for price-fixers and legislators scheming for disposal of the "export surplus."

IF THE WAGES of the conductors and brakemen are advanced to the figures now being asked, the payrolls will be enlarged by about \$150,000,000 annually, and if similar advances are given to the other employees, who are also demanding increased wages, then the annual expense will be increased nearly \$600,000,000. That is enough to prompt the farmers and grain dealers bitterly to oppose any more wage advances.

WINDSTORM INSURANCE may be a profitable investment for the owner of an empty grain elevator this spring in view of the prevalence of tornadoes. In 1925 the Weather Bureau reported 115 individual tornadoes, doing \$25,000,000 damage. There have now been 26 months in succession, from January, 1924, to February, 1926, with at least one tornado each month. The four months from April to July are usually the worst. This insurance costs little.

COUNTRY SHIPPERS who are financed by terminal market receivers are encouraged by easy credit to take greater chances than they can afford to on their own account. The wonder is we do not have more failures of firms financed by receivers than the records show. Both the receivers and the shippers would be much better off if the practice of extending unlimited credit was abolished. It would surely force the shipping business into stronger and more conservative hands to the advantage of everyone concerned.

THE SCARCITY of seed corn which will grow is daily becoming more desperate and it now seems certain that the average corn field will have more vacant hills in it this year than for many years past. Some seed corn dealers have experienced so much difficulty in locating desirable seed which would germinate better than 75%, that they have withdrawn from the market.

MORE SEED WHEAT is being treated for smut in the spring wheat states than ever before. The growers have lost so heavily as the result of smut they cannot afford longer to hold out against the recommendations of agricultural leaders who have made a study of the results obtained through treating seed wheat with Copper Bi-Carbonate.

FIRES may be due to providence in some instances but not all. In some European countries, the man whose house burns is charged with responsibility for the fire and is expected to make restitution to innocent victims of his negligence. The European property owner or factory operator must explain to the authorities that he had done his best to prevent fire. If he cannot he might find himself obliged to stand his own loss and to reimburse his neighbors for the damages they have suffered.

SHIPPERS selling grain to arrive on track bids sometimes fail to recognize the difference between a terminal market buyer on bids and a grain commission merchant. The latter is paid by the shipper a commission to look out for his interests at every stage of the handling of the car; while the direct buyer can be expected to perform no service and make no concession not provided for in the contract, as reported in the column "Asked-Answered," this number, by a country shipper who failed to get a reinspection on a car sold direct.

SHIPPERS in other states would do well to follow voluntarily the shipping card system provided for by the Minnesota law. When the terminal weighmasters find such a card they are placed on their guard to detect any shortage to the advantage of the shipper. As stated by the Minnesota weighmaster elsewhere in this number, in checking country shipments they find the weight from country elevators that comply with this law runs closer to terminal weights than does the weights from shippers who disregard the law.

THE FINDING by the board of engineers that the proposed canal between Lake Ontario and the Hudson River was economically unsound takes cognizance of an angle of waterway improvement that has been too often neglected. It is safe to say that the greater part of government expenditures are in directions that are economically unsound, such for example as erecting a \$400,000 post office building at a town where the business does not warrant a \$40,000 investment. If the business of government were conducted with the care and analysis of conditions employed by the telephone company before constructing exchanges or by the national chain store organizations in locating stores the taxpayers would be saved an immense sum of money.

SOUTH AFRICA is shipping maize in increasing volume and thereby removing the surplus accumulated by its corn growers, who do not complain of the price or the cost of production. The loud mouthed agitators who have filled Iowa corn growers with despair should go to South Africa and convince the corn growers there they are losing money at present prices. The S. A. growers might hold their corn off the market until the Iowa surplus has disappeared. That would give the agitators a legitimate excuse for begging money from Iowa corn growers.

SHIPPERS who delay forwarding bills of lading and draft to destination also delay the marketing of their grain and sometimes considerable demurrage accumulates before the bill of lading arrives. If you want your shipments handled expeditiously and to your advantage in any market, urge your banker to forward all papers promptly direct to destination of shipment. The circuitous routing given some bills of lading by a few country banks shows very clearly that they do not recognize the importance of forwarding papers quickly to destination. Holding damp grain in car for even two or three days extra often results in expensive deterioration which can be easily prevented.

SHIPPERS who insist upon having written confirmations of all sales and persistently refuse to sell grain except it be subject to official weights and grades, escape a world of grief. The interior buyer who is 1,500 miles away may have accurate weighing facilities and he may be rigidly honest, yet the shipper who sells subject to the weights or grades of this unknown buyer not only takes unnecessary chances on the character of the buyer, but also on the conditions of weather and handling his grain encounters on the long trip. It is not necessary for shippers to assume all the responsibility of deterioration and loss on the shipment. By forwarding direct to a terminal market and instructing commission merchant to sell subject to the weights and grades of that market the shipper avoids guaranteeing the quality of his grain for an indefinite period. Indefinite trades which do not specify the weights and grades to be given are dangerous to the careless shipper and are quite sure to result in unsatisfactory returns. If you must sell grain on destination terms, at least insist on "the destination" being specified.

DID YOU ever observe how many grain elevator fires start in the cupola? The trouble is due no doubt to the lack of proper lubrication. The bearings in that part of the house and particularly the bearings of the elevator legs have hard usage so they require more care and that is one of the reasons the mutual fire insurance companies give a liberal credit for the installation of manlifts in country elevators. They hope the operator will be sufficiently interested in the safety of his property to insure his riding to the top every night before going home to feel of the bearings and watch the hot ones. Such vigilance pays handsome dividends.

STARTLING, is it not, that the bill reported to the House Agricultural Com'te Mar. 16, should contain a proviso that no corn bought before Nov. 1, 1926, should be sold in the United States. Unfortunate dealers holding corn after this idiotic law was enacted would find their corn worth only the export price. Their experience would be just like that of the wheat handlers who had paid \$2.75 to \$3 for wheat before the Hoover food administration fixed the price downward, letting them hold the bag. Did fear that the bill reported by the 22 wise men would become law have anything to do with the break in the price of corn to near 70 cents per bushel, the lowest in years? Strange how government interference with marketing always works against the farmers.

THE USE of the metric system of weights and measures will be made compulsory unless the users of scales and measures get busy and kill the fool bills now pending in Congress. This system was legalized by Congress some years ago, but no one seems to take advantage of that action. No one is prepared to use the system in this country and we doubt if anyone would attempt to use it voluntarily. The public generally is somewhat weary of the autocratic regulation of business. Scrapping all the facilities now in use for the weighing and measuring of grain as well as the freight tariffs would prove very expensive. All the statistics bearing on the production and marketing of grain would need to be converted into new measures. If you understand the advantages of the metric system over the present system of weights and measures so far as the grain trade is concerned, it is up to you to tell the elevator operators about it; but most of them are bitterly opposed to any change.

TENANTS seem to be losing all sense of their obligation to landlords, so more than the usual number of country grain dealers are being called upon to pay for grain a second time. Grain buyers who have a complete list of the grain producers of their territory always take the precaution to investigate the ownership of tenant's grain before paying him. Whenever there is any doubt or dispute as to the ownership, cautious dealers make the check payable jointly to both landlord and tenant, so they must settle their differences before the banker will honor the check.

CENTRAL MARKET grain dealers in seeking a satisfactory analysis of the trade's troubles are expressing more and more confidence in the conviction that the government's interference with future trading through its Bureau of Grain Futures Administration and its dictation of the policies to be followed by the business conduct committees, is directly responsible for the bulls deserting the wheat market. The grain producers of the land have always been greatly helped by the bull speculators and they should in turn use their influence with the governmental authorities to the end that the marketing machinery may function under normal conditions. If the buyers of grain for future delivery did not object to reporting to the detectives of the grain futures administration, more of them would buy in excess of the half million bushel limit placed by the autocratic regulators. Political interference with commerce seldom has helped anyone identified with the line regulated.

Paying Dearly for Experience.

Letting the contract for a new elevator to the local carpenter has proved disastrous to so many venturesome grain handling companies we are at a loss to understand how other men of experience in the grain business would even consider such a dangerous departure from good practice.

As we now visualize some of the experiences of venturesome dealers in the past we note the chagrin of the president of the elevator company when told by the insurance adjuster that his local carpenter friend had used more than a thousand dollars worth of material in excess of that actually needed to give a perfect house, and then there is the other company which paid more than a fair profit on the construction of a country elevator in tearing out and cutting down walls in order to install the machinery and to provide room for the workmen to get about. Many of these expensive experiences have been published.

The local carpenter has lost all right to being considered when the grain dealer wants a modern elevator which is economical, convenient, and one which will permit operation without excessive cost for labor.

The Ohio grain dealer who installed a steam plant inside his new elevator, paid nearly \$500 to have it removed. He found the fire insurance rates so high that he did not attempt to operate the plant until after a fire proof engine room had been constructed some 15 ft. from the elevator proper. Men who will not profit by the experiences of others invariably pay most dearly for their stubbornness.

WORK

There is a perennial nobleness, and even sacredness in work. Were a man ever so benighted, or forgetful of his high calling, there is always hope in him who actually and earnestly works; in idleness alone is there perpetual despair. Consider how, even in the meanest sort of labor, the whole soul of a man is composed into real harmony. He bends himself with free valor against his task; and doubt, desire, sorrow, remorse, indignation, despair itself, shrink murmuring far off into their caves. The glow of labor in him is a purifying fire, wherein all poison is burnt up.

THOMAS CARLYLE.

Nothing to be Gained by A National Wheat Pool.

Politicians after the farmers' vote and agitators who would farm the farmers have been using co-operation as a shibboleth to rake in the votes and the shekels, their success being due largely to the fact that co-operation is undefined and ties its advocates down to no definite performance of economy in marketing.

Grain dealers, represented by the Grain Dealers National Ass'n, have been critical of the operations of the various pools, and have been able by their expert knowledge of grain marketing to show up the excessive costs of handling thru pool operations. However, much of the propaganda against the U. S. Grain Growers, Inc., etc., by the grain dealers was discounted because so many farmers felt the grain dealers had a selfish interest in discrediting a threatened competitor.

Now an unbiased authority, the Food Research Institute of the Stanford University, California, has just completed and published a study entitled, "A National Wheat Growers Co-operative. Its Problems, Opportunities and Limitations," which cuts the ground out from under the feet of the agitators by showing that there is not the opportunity for economy by changing the present competitive system of handling grain. The author, Dr. Alonzo E. Taylor, says:

Unsatisfactory as is the survey of middlemen's charges in the present state of information, it seems clear that the available evidence holds out little prospect for satisfying economies by a co-operative marketing ass'n. Using the present plant of elevators, there is little to suggest that the spread of gross profits could be narrowed. If the business were conducted as efficiently as under private management, the rewards of the entrepreneurs now going to middlemen of special talent could not be expected to exceed a few cents a bushel, and this would fail to accrue to the ass'n if equal marketing talent were not available. Even the spokesmen for the wheat growers expect little in respect of savings on the spread. Senator Johnson of Minnesota remarked, "I agree with you that what the farmer pays between the time when the grain leaves him and when it reaches the miller has not been excessive." Senator Gooding also remarked that "the profit on a single bushel of wheat is so small that if the farmers saved it, it would not help them much."

The Food Research Institute refutes the statement by the Federal Trade Commission that future trading fails to stabilize the price of grain, criticizing the conclusions of the Commission as unfounded positively and negatively, and showing up errors of the Commission in comparing prices of commodities seasonably produced and continuously consumed, with prices of commodities continuously produced and continuously consumed.

The view of the Food Research Institute is that "The Evidence indicates indubitably that the net result of the existing system of trading in futures, under open competition in the wheat market, is to increase the weighted farm price of wheat." This statement should be food for thought by Western Canada wheat growers who may be misled into heavy loss by the announced determination of the Canadian wheat pool to market the wheat of members without using the future trading system of the Winnipeg Grain Exchange. If the pool could succeed in putting the grain exchange out of the future business, the growers would receive less for their wheat.

The Canadian central selling agency advised Professor Taylor that with regard to hedging,

"This class of trading is kept to an absolute minimum, will be gradually reduced and as the pool method of marketing grows will doubtless be eliminated. Of the total amount of wheat sold by the pool this season to Jan. 8 approximately 65 per cent was disposed of without going thru the grain exchanges in any form."

The conclusions of the Food Research Institute are that "we may take the net profits of country middlemen to be 2 cents a bushel and of terminal middlemen 1 cent a bushel, depreciation and interest on capital and credit considered as costs. Two cents a bushel may similarly be held to cover the costs and profits of speculation, hedging, and exporting. We thus have a figure of 5 cents a bushel that, for purposes of discussion strictly, growers might expect to accrue to a national wheat co-operative Ass'n operating the present plant of elevators and warehouses, with management equal in ability and efficiency to the commercial grain trade of today.

"One must regard it as doubtful whether a national wheat-growers' co-operative could be organized in the United States if growers understood definitely that such a gain in net wheat price was the sole objective to be sought and the maximum achievement to be expected."

Grain dealers who are well informed and real statesmen who have studied the agricultural situation will agree with Professor Taylor in his statement that:

"It is gradually coming to be believed that the most promising and effective field of activities of a national wheat-growers' co-operative ass'n lies on the growers side of the country elevator rather than along the patch of distribution beginning with the country elevator.

"Reformation of farm management, lowering of operative costs, control of variety, improvement of quality, establishment of uniformity with grades based on milling standards, elimination of submarginal lands and farmers, and restriction of outturn to the average statistical level of domestic requirements are the objectives which, if achieved, may be expected to result in increment of returns far greater than are to be anticipated directly through co-operative marketing."

Status of Farm Relief Legislation at Washington.

The farm agitators who descended in droves upon the congressmen at Washington to advocate their pet panaceas for the aid of the farmer have so befuddled the congressmen that they are in the blackest doubt.

This doubt still exists after the presentation of a proposed bill, known as Com'ite Print No. 1, by the Com'ite of 22 farm leaders, who had been requested to draft a workable bill. After two weeks' deliberation the 22 farm leaders brought in a measure providing for price fixing and an equalization fee.

Such a bill can not have the support of the administration, which is opposed to equalization fees; and will meet the opposition of the solid South, which is against price fixing. It is the judgment of men in touch with the legislative situation at Washington that no such bill can be enacted. The Millers National Federation has begun an active campaign against the com'ite bill prepared by the 22 farm leaders

and submitted Mar. 16 to the House Com'ite on Agriculture, the principal objection by the millers being that the equalization fee is to be assessed against the mills.

The most that the farm leaders can expect is the enactment of a bill in line with the ideas of Sec'y of Agriculture Jardine for a board to aid the farmers with advice and assistance in co-operative organization.

No Obligation of Private Elevator to Handle Soft Corn.

The Kansas City Stock Yards Co., on Mar. 20, 1918, bought thru the Kemper Grain Co., a car of No. 4 mixed corn, sampled that day by the sampling department of the Board of Trade, Kansas City, Mo.

The car was set on the unloading track of the stock yards company Mar. 22, and opened by its purchasing agent Mar. 25, when it was just beginning to heat. For the stock yards company Mr. Bedell of the Kemper Grain Co. on Mar. 26 ordered the car taken to the Murray Elevator, operated by the Federal Grain Co., and wrote a letter to the latter explaining what handling was desired. A few days later in conversation with representatives of the Murray Elevator on the floor of the Board of Trade he was assured "We will do the best we can with it." On Apr. 3 or 4 he was informed by Mr. Jackson, superintendent of the elevator that the corn was in such condition they did not care to handle it. Jackson said it was "mahogany corn, very wet and in very bad shape." Apr. 13 the corn was shipped from the Murray Elevator yards to Peoria, Ill., and sold at a loss, for which the Kansas City Stock Yards Co., plaintiff, brought suit against the Federal Grain Co., defendant.

The court said: There is no duty on the part of defendant to "run" or "handle" the car of corn under the circumstances alleged in the petition, and no duty to notify plaintiff of its refusal to run or handle the corn in the absence of a contract creating such duty. There is no allegation that defendant was a public warehouse, as described in section 5999, R. S. 1919, and therefore was required to "handle" the corn upon the tender of the corn to it, without an agreement on its part to do so, assuming that this statute so requires of public warehousemen. There might have been a moral obligation upon the defendant, after delivery, if any, of the car of corn to it, to notify plaintiff if it did not intend to handle the corn, but there was no legal obligation existing in the absence of a contract.

We think the testimony wholly fails to sustain the contract alleged in the petition, and, in fact, it fails to show any contract whatever. Even if it can be said that an offer to contract was shown, there was no showing of any acceptance of the offer. Bedell, who was handling the matter for plaintiff, wrote defendant, stating that plaintiff "would like to confer with your Mr. Jackson and get his opinion on this when car arrives, and we will give you such authority as he may suggest in regard to the handling of this car." Thereafter Bedell had almost daily conversations with defendant's agents, but what was said in these conversations is not shown in the testimony. Bedell merely stating, "I was trying to hurry them up to get the car handled." He stated that the reply of the agents of defendant would be, "We will do the best we can with it." This falls far short of sustaining the allegations of the petition in reference to the terms of the contract. The petition alleged that the contract was that defendant was to "run" or handle said carload of corn with reasonable dispatch. To state that "we will do the best we can with it," is certainly not an agreement to handle or run it thru the elevator, but the statement is not inconsistent with the idea that, if defendant thought it would not do any good to run the corn thru the elevator, or that it would be too dangerous to other grains in the elevator, defendant would not handle it. It certainly was not an unconditional agreement to "handle" or "run" the corn thru the elevator as alleged in the petition.

The Kansas City Court of Appeals on Feb. 1, 1926, affirmed a decision by the Circuit Court of Jackson County against the plaintiff.—279 S. W. Rep. 771.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Lightning Protection and Reduced Insurance Rate.

Grain Dealers Journal: I have a 35,000-bu. wood elevator, iron clad. What must I do to get protection from lightning and a reduction in my insurance rate? How long would it take for my insurance saving to pay for the best lightning rods?—D. C. Morgan.

Ans.: In addition to the answer given Mr. Morgan in last number of the Journal in this column we would say that 35 per cent of the number of our mill and elevator fires during the twenty-three year period ending December 31, 1925, is chargeable to lightning and sparks.

During 1924 and 1925 we had 51 lightning losses for a total of \$140,000, and 16 locomotive spark losses for a total of \$58,000.

This is the heaviest lightning loss we have ever experienced in any two year period; 40 per cent of all the money we have paid for lightning losses was paid in 1924 and 1925.

The wood sided, shingle roofed, elevator is an easy prey of both lightning and sparks; but any elevator is subject to the lightning hazard if it does not have lightning protection.

The wood covered house should be protected with a good system of lightning rods.

The iron covered elevator can be made safe from lightning by proper grounding.

The iron sided elevator with composition roof can be protected by a system of rods, or a combination of rods and grounding.

Every elevator needs lightning protection of some kind.

The cost of such protection is very reasonable.

Why not arrange to protect your elevator?

We give the following credits in our basis rate for lightning and spark protection: For non-combustible roof, \$0.50; for non-combustible sides, \$0.10; for standard lightning rod equipment, \$0.25; for properly grounded metal covered building, \$0.25.—Grain Dealers Fire Ins. Co., Indianapolis, Ind.

Taking Grain on Contract at Discount?

Grain Dealers Journal: On Dec. 30, 1925, we sold to a grain firm in Topeka, Kan., a car, 344109 of corn, basis No. 3, with a 3c discount on No. 4. This car got in and graded No. 4, 18.04% moisture and they applied it at 3c discount, without letting me have a chance to call for reinspection. As it was a very nice car of corn, and seemed in good condition, I wrote them as soon as they wrote us telling it was No. 4, and that they had applied it at 3c discount. They wrote back saying that they thought sure it would have passed as No. 3 from the looks of it. I wanted them to call reinspection, but they said all they could do with it would be to put it in elvtr. and mix it with drier corn, but instead of that, it was sent on to Fort Worth, Tex.

Now I want to know if I was entitled to get a reinspection on this car.

One other car I sent to St. Joseph graded No. 4, 18.04% moisture. I had it called and the next check was 17.03% and I got paid for No. 3 corn.—L. O. Ruyl, Mgr. Farmers Union Co-op. Co., Blue Springs, Neb.

Ans.: It all depends on the contract. Some contracts provide that off grades can be applied at a discount, usually named in the confirmation.

If not so provided in the contract it is the duty of the buyer to notify the seller, according to Rule 26 of the Grain Dealers National Ass'n, which reads as follows:

Rule 28. Off Grades: It shall be the duty of receivers, track-buyers, and distributors of grain on regular market terms, to notify sellers of any failure to grade, so that they will receive such notice within 24 hours from the date of inspection, giving the grade of the grain, whereupon it shall be the duty of the sellers receiving such notice to agree upon a discount with the buyer or to wire disposition at once.

Off-grade grain sold for the account of shippers shall not apply on contract.

Under any contract buyers are not required to call reinspection for the benefit of sellers. Buyers are not required to perform for shippers any of the services such as calling for reinspection, which are performed by grain commission merchants. Buyers do some times call for reinspection of grain tendered them on contract, but it is for the purpose of having the grade lowered, not raised. After they have accepted the grain and desire to resell they may call for a reinspection, resampling or a federal appeal to get the grade raised, for their own benefit.

As to car No. 344109, application of No. 4 at 3c discount was specifically provided for in the contract, and shipper has no recourse.

Disposition of Stocks in Bankrupt Warehouse?

Grain Dealers Journal: What action has been taken by courts in disposing of stocks of stored grain when public warehousemen have gone into bankruptcy? The particular phase in which I am interested is the fate of the man who might hold a warehouse receipt say for 20,000 bushels No. 2 hard winter wheat, issued by a public warehouseman who has made a practice of mixing grain in a case where no No. 2 wheat is found in the warehouse when taken over by the receiver.

Take this case for instance. The receiver upon inventorying a public warehouse finds the following stock: 100,000 bushels of No. 1 hard winter wheat, 50,000 bushels of No. 3 hard winter wheat, and 50,000 bushels of sample grade hard winter wheat.

Against this warehouse receipts are outstanding for 50,000 bushels No. 1 hard winter wheat and for 20,000 bushels of No. 2 hard winter wheat.

What I want to determine is whether the man holding the warehouse receipt for No. 2 hard winter wheat could claim an equivalent amount of some of the wheat not covered by warehouse receipts to satisfy his receipt. I have been advised by some lawyers, who have looked into the matter somewhat, but who at the same time are not familiar with trade practice, that the man who holds the warehouse receipt for the No. 2 hard winter wheat in a case of this kind could claim no priority over the general creditors of the warehouseman.—J. R.

Ans.: Search of the decisions does not show any parallel case, nor any case of the court disposing of the stored grain of a bankrupt public warehouseman.

The holder of a receipt for No. 2 wheat has recourse upon the warehouseman's bond, in case of a public warehouseman who is bonded, in which case the bondsmen would settle without suit, and there would be no decision. This would account for the lack of court decisions.

Also in case of bankruptcy of a warehouseman, the general creditors who would throw him into court, could make no claim to grain in store covered by outstanding warehouse receipts, and the question of division of the grain would not arise, and this point would not come before the courts. This also prevents decisions on the division of the stock in store.

The Illinois Supreme Court decided that: "Warehousemen having in store grain belonging to various persons, for which they had given receipts, as well as some of their own, made an assignment to D. & Co., who were creditors, to secure their debt, D. & Co. agreeing to deliver the corn in store to the different holders of the receipts. Held that D. & Co. were trustees for the benefit of all parties in interest, and that they were bound to deliver the corn belonging to holders of receipts which was in store at that time.—Dole v. Olmstead, 36 Ill., 150."

The Federal Court decided that: "Where a private warehouseman issued receipts for his own property, in his own warehouse, and delivered them as security for his own indebtedness, the person to whom the receipts were delivered acquired no title to the property described therein as against other creditors, and, in the bankruptcy proceedings, was not entitled to any preference.—Adams v. Merchants Nat. Bank, 2 Fed. 174."

The Indiana Appellate Court decided that "Owners of wheat deposited with a warehouseman are tenants in common of the entire quantity commingled, and his title as tenant in common continues so long as any grain remains in store. Drudge v. Leiter, 18 Ind. App. 694. Rice v. Nixon, 97 Ind. 97."

The holder of the wheat receipts for No. 2

was entitled to satisfaction of his demand, and the only wheat acceptable would be the No. 1. Here a question arises as to whether the general creditors of the warehouseman could step in and prevent such a delivery of No. 1 wheat on receipts for No. 2, on the ground that the No. 1 wheat was the property of the warehouseman.

One Chicago warehouseman, who is also a lawyer, states it as his opinion that the holder of the receipts would be a preferred creditor.

An equitable adjustment would require that the receipt holder taking No. 1 for No. 2 pay the market difference for the benefit of the general creditors, in this case, if the warehouseman owned any of the wheat.

In line with the decision by the Supreme Court of Illinois in the case of Dole & Co., above, the court could hold in the case in question that the general creditors taking the wheat in the warehouse became trustee as did Dole & Co. for the benefit of all parties in interest, and that they were bound to satisfy the demands of the receipt holders before taking the remainder for themselves, the general creditors. Such a decision, also, would result in an equitable adjustment.

Exorbitant Rental for Elevator Site?

Grain Dealers Journal: In the Grain Dealers Journal of Feb. 25, 1926, on page 212, is an item with reference to extortionate rentals being assessed by railroads, stating that 6% on a fair valuation was a fair rental for leased property. How is the fair valuation for lease property of this nature arrived at?

We are now having a controversy with the St. L. & N. W. Ry. Co., in connection with a rental charge they have assessed against us at East Prairie, Mo., and which charge we think is exorbitant.

They are demanding \$244.00 per annum for an area of 15160 S. F. which charge is based (as they claim) on 6% of the valuation as made by the I. C. C. plussed by 34c per foot trackage. The property which we are occupying has a trackage front of 281½ feet.

We would appreciate advice what recourse we have in the event we refuse to pay the amount they demand, as they have stated that they will take legal steps to have us remove our buildings from their property.—Mississippi County Cotton & Grain Co., Charleston, Mo.

Ans.: Fair valuations are arrived at by considering the selling price of similar lands in the immediate vicinity. If the elevator is in town the ground value is that of other town lots; in the country the value is that of farm acres.

While railroad companies are legally bound to furnish side tracks they are not legally bound to furnish sites on which to erect grain elevators, so that the relation in case of a site for a grain elevator building is more like that of ordinary landlord and tenant, with the difference that right of way can not be used for other than tracks without some undue exercise of the right of eminent domain.

A railroad company can remove elevators from its right of way by proper court proceedings; but the railroads are run to make money and to drive an elevator off the right of way is poor management. It is never done.

In the case of the Mississippi County Cotton & Grain Co. the tenant should preserve whatever vested right he enjoys thru possession by making the railroad company an offer in writing of what the tenant considers a reasonable rental. This offer should be accompanied by a statement of the reasons why the demand of the railroad company is considered unreasonable, also in writing.

Having made such statement and fair proposition the burden then falls upon the railroad management to accept the offer or to begin legal proceedings for ejectment. If the railroad management is well advised it will start no legal proceedings, but accept the reasonable amount tendered. Railroad officials are trained not to do anything without reason, because their actions are subject to criticism by those higher up, and of course no one connected with the management will desire to assume the responsibility of initiating such an unprofitable proceeding as putting an elevator off the right of way. It produces too much regular revenue for the railroad.

The allegation by the railroad company that it is hard on the valuation of the Interstate Commerce Commission is unbecoming. There is no rule by the Commission compelling the railroad company to collect rentals. No railroad has been penalized for failure to collect rentals. The grain dealer who builds an elevator on the right of way virtually is furnishing the railroad company a bulk grain depot building free of charge and free of operating expenses. For many years most of the Granger lines paid

each elevator operator a loading fee for each bushel of grain shipped.

An elevator operator who refuses to pay a reasonable rental has no recourse if steps are taken by the railroad company to have the buildings removed. He ought to be willing to pay as much as it would cost him to rent vacant lots nearby, or 6 per cent on what it would cost him to buy the lots.

We have never heard of a railroad ordering the removal of a grain elevator from its right of way because of refusal or neglect to pay any or enuf rental and we doubt any such order unless issued by a court would be of much influence with the average grain dealer.

The Farm Leaders' Bill.

The Com'te of 22 farm leaders on Mar. 6 presented a bill to the House Com'te on Agriculture, containing the following provisions:

Farm and co-operative organizations in each of the 12 federal land bank districts are to elect five members of a federal farm advisory council of 60. This council shall name three persons from each federal land bank district, and from the 36 names selected the President of the United States shall choose 12 to form the Federal Farm Board in the Department of Agriculture.

The Farm Board is empowered to dispose of the surplus basic agricultural commodities by purchase, export and sale, the losses to be met by the collection of an equalization fee upon the "processing of the commodity."

The word "processing" is not clearly defined. It would include manufacture of wheat into meal and flour; and could be stretched to include the handling of wheat for market, not milled. Persons engaged in "processing" are required to file statements of fees collected and amounts of commodities handled.

Corn is given an emergency section, no equalization fee to be collected. It provides that "corn purchased in the United States prior to Nov. 1, 1926, shall not be sold in the United States prior to Jan. 1, 1927." Persons who enter into agreement with the government are to be reimbursed for their losses on corn out of \$100,000,000 set aside out of the revolving fund of \$250,000,000.

We will give a bushel of wet corn to anyone who will prove the scheme to be practical or helpful to a working farmer.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Apr. 15.—Pacific Coast Seedsman's Ass'n, Del Monte, Calif.

Apr. 19-21. Western Grain Dealers Ass'n at Des Moines, Ia.

May 11-12. Illinois Grain Dealers Ass'n at Decatur, Ill.

May 18-19. Grain Dealers and Millers Ass'n of Oklahoma at Enid, Okla.

May 20-21. Kansas Grain Dealers Ass'n at Salina, Kan.

May 27-29. American Feed Manufacturers Ass'n at French Lick, Ind.

June.—Pacific Northwest Grain Dealers Ass'n at Spokane, Wash. Dates not definitely set, but June 4 and 5 prospective.

June.—Midsummer meeting of the Indiana Grain Dealers Ass'n at Purdue University, West Lafayette, Ind.

June 24-26. Southern Seedsman's Ass'n at Huntsville, Ala.

June 29, 30, July 1. American Seed Trade Ass'n at Chicago.

June 29-July 1. National Hay Ass'n, Niagara Falls, N. Y.

Aug.—Ass'n of Official Seed Analysis of North America in conjunction with the International Botany Congress at Cornell University, Ithaca, N. Y.

Oct. 18-20. Grain Dealers National Ass'n at Buffalo, N. Y.

Boards of Trade Object.

Senator Capper has introduced a measure to compel grain exchanges not now contract markets to admit co-operative bodies as members in spite of their rule against organizations which prorate profits. This manner of doing business by the co-operative companies conflicts with a strict rule observed in the exchanges against the rebating of commissions.

Ray Campbell appeared for the Wichita Board of Trade in opposition to the bill at a hearing of the Senate Com'te on Agriculture, but the bill was reported favorably to the Senate.

Co-operative representatives at the hearing went so far as to hint they would set up terminal exchanges of their own if not permitted to become members of regular Boards of Trade.

It was suggested the measure be offered as an amendment to the Grain Futures Act, but Department of Agriculture representatives expressed themselves as unwilling to take chances on that Act getting into the courts.

Senator Capper willingly pays a commission on advertising to advertising agents, but would object strenuously if he found them rebating the commission to the customer. He would also resent most bitterly any legislation legalizing the rebating of the agents commission. He prefers to run his business free from Government interference.

The objectionable clause in the bill reads as follows:

Sec. 2. No board of trade whose members are engaged in the business of buying or selling agricultural products or receiving the same for sale on consignment in interstate commerce shall exclude from membership in, and all privileges on, such board of trade, any duly authorized representative of any lawfully formed and conducted co-operative ass'n, corporate or otherwise, composed substantially of producers of agricultural products, or any such representative of any organization acting for a group of such ass'ns, if such ass'n or organization has adequate financial responsibility and complies or agrees to comply with terms and conditions as are or may be imposed lawfully on other members of such board: Provided that no rule of a board of trade shall forbid or be construed to forbid the return on a patronage basis by such co-operative ass'n or organization to its bona fide members of monies collected in excess of the expense of conducting the business of such ass'n.

Grain Handling on Mississippi River.

A big increase in the amount of grain handled was shown by the Mississippi River barge line during 1925. The grain tonnage by river increased from 5,369,081 in 1924 to 9,369,260 bus. in 1925. Of the total southbound tonnage the barge line handled 60 per cent; and there was little or no interruption of service during the year, except for a short period, between Cairo and Memphis.

The Barge Line has experienced the most successful year in its history, especially from a revenue viewpoint. The net profit of the line for the year just ended is approximately \$300,000 over and above all operating expenses, charges for depreciation, etc., compared with a deficit of \$124,000 in 1924, and \$600,000 in 1923.

Tonnage of the government barge line amounted to 222,345 on the Warrior River division and 849,503 on the Mississippi River division in 1924. In 1925 this increased to 231,511 on the Warrior and 910,462 on the Mississippi. Revenues on both divisions increased from \$3,503,751.59 in 1924 to \$3,978,951.93 in 1925; while the expenses were reduced from \$4,036,362.01 to \$4,005,994.59, converting a deficit of \$179,333.90 into a surplus of \$302,797.04. The charge of \$329,839.70 for depreciation in 1925 wipes out the surplus and leaves a net loss of \$27,042.66.

St. Louis contributed most of the grain going down the river, four of the elevators at St. Louis having facilities for loading grain into barges. This service has been performed for several years past by the Rogers Elevator, with 10,000 bus. capacity per hour; the Burlington, with 20,000; the Checkerboard, with 10,000 and the Missouri Pacific with 26,000 bus. The capacity of the Mo. Pacif. is to be increased to 30,000 or 35,000 bus. per hour.

The advisory com'te of the Inland Waterways Corporation recently prepared a program to spend an additional \$1,500,000 of the amount appropriated by Congress two years ago for additional barges.

If the suit by the United States for repossession of the barges now under lease to Mr. Goltra is successful it is understood these barges will be added to the Mississippi-Warrior service, and will furnish considerable additional transportation service. This suit will come up in the Supreme Court for argument in April.

Victor Dewein Passes On.

In the death of Victor Dewein of Decatur, the grain elevator operators of Illinois have lost a staunch friend and an earnest champion. Always an active worker for better trade conditions he never hesitated to give his time and money in the interests of the trade. He was long a leader in the councils of the Illinois Grain Dealers Ass'n. He served that organization in various capacities and as president 1914 to 1917. He also served as a director of the National Ass'n. Victor Dewein died at 9:25 a. m. on Mar. 8 at the Decatur and Macon county hospital, Decatur. An obstruction of the bowels was given as the cause.

Mr. Dewein was born in Peoria, Oct. 21, 1874. His experience in the grain business began at Warrensburg, Ill., where he operated a country elevator for many years, acquiring several elevators at nearby points.

Conceiving the idea of a transfer house at Decatur, Mr. Dewein entered a partnership with Thurman E. Hamman and constructed a concrete plant with capacity for 100,000 bus., fully equipped for transferring, cleaning, clipping, drying and bleaching. Operation of this plant began early in 1921 with Mr. Dewein as the active manager. The style of the firm was Dewein-Hamman Co.

Later he returned to his country business, operating most of his old line of elevators.

Mr. Dewein is survived by his widow, a son, Victor C., and a daughter, Margaret. Funeral services were conducted Mar. 10, interment at Fairlawn.

Thru his fair dealing and kindly consideration for others Mr. Dewein won many friends in the grain trade and will be greatly missed.



Victor Dewein, Warrensburg, Ill., Deceased.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Dealer Not a Party to Pool Contract Is Not Affected by It.

The Grain Dealers Journal: In your journal of Feb. 10, 1926, on page 151 is the following item:

"Pool threats against Kansas grain dealers may be laughed at in view of the decision of the district court recently denying the pool an injunction against a dealer buying wheat of members."

Of course, you do not want to mislead any grain dealers in Kansas on this proposition. Your attorney will tell you whether or not threats against the Kansas grain dealers may be laughed at, first, on who makes them, and second, on what they are. If the Co-operative Marketing Ass'n should notify the grain dealers not to buy the wheat of their members and give the names of their members, the grain dealers had better be careful about buying the wheat, and they can be enjoined if they threaten to buy wheat of this member.

There is no decision of the District Court or anyone else to the contrary. Your attorney can also advise you what happens under the common law even in the absence of the statute to an individual who induces one party to violate his contract with another. Very truly, T. A. Nofztger, Wichita, Kan.

The decision referred to in the editorial paragraph is that by Judge Everett Alexander in the District Court denying the Kansas Wheat Pool a permanent injunction restraining the Farmers Elevator Co., of Garden Plain, Kan., from buying wheat from members of the pool, and published on page 179 of Feb. 10 number of the Journal.

This decision speaks for itself, and means, as indicated in the editorial paragraph, that a regular dealer is under no duty to refrain from buying from members of the pool, and that he can laugh at their threats.

Pool managers would like to have the grain buyers believe that membership in a pool gives the pool a chattel mortgage on the wheat of a member, which prevents a dealer from buying, after notice. The pool contract is not a chattel mortgage. It is only a contract, the same as any other contract, and the damages fall upon those who break the contract, when parties to the contract.

Persons not parties to the contract have no liability, unless they maliciously interfere between the parties to persuade one of the parties to breach the contract.

The dealer who buys wheat of a pool member without inquiring whether or not the farmer is a member of the pool is acting strictly within his rights. Such action does not amount to malicious interference with the business of the pool. The proper legal remedy of the pool is a suit against its own member for breach of contract.—Ed.

A Helpful Work for Farm Buros.

Grain Dealers Journal: Following is a copy of the first paragraph in your Journal on page 212 for Feb. 25th:

"IF THE IOWA farmers who have complained so bitterly of their inability to find a market for their large stock of surplus corn would turn in and produce fancy oats, they would stop worrying about their note at the bank and kick the first agitator that got on to their farm clear across the road. Buyers in every market are generally willing to pay a premium for fancy grain, while the scrub stock is always at a discount because there is so much of it."

In writing this, did you keep in mind several outstanding features with reference to the marketing of Iowa Oats? A very large proportion of their oats goes to the Oatmeal Mills. Another very considerable proportion goes to competing outlets for shipment South and Southwest. Have you any idea that enough premium to make it pay would be available

from the Oatmeal people for these heavy oats? Would the South pay a much better price for this class of oats to the Iowa producer?

Of course, it is the hope of the Chicago market that when the adjustment in the rates (that have in recent years discriminated against Chicago from Iowa stations) is fixed, that this market will command a larger proportion of the Iowa movement, which has been, by the more favorable rates to those points, diverted in a very considerable volume to Kansas City and St. Louis.

Is the Iowa producer going to be helped very much if the price for his oats is dictated by the Cereal Mills, who under present conditions create an unfavorable position in the Chicago market for Contract Oats by reason of the fact that their output (after the choice oats have been removed for the manufacture of oatmeal) is classed by the Department of Agriculture into contract grades at Chicago?

I agree with you that if the Farm Bureaus would apply their energies to educate the farmer to produce choice grains and confine their production to fewer, the more desirable in those classes and varieties that are prolific in yields and which command the premiums and preferences in the various markets, and then when the grain IS HARVESTED to take good care of it so that its condition and quality is protected from damage by unfavorable weather, that then we would not suffer from such crazy agitation as has been broadcasted out of the State of Iowa the past six months.—Fernald F. Ferguson.

Grabbed for the Meat Reflected in the Brook.

Grain Dealers Journal: J. D. Collins used to be a feeder of hogs and cattle at Plymouth, Kans., and shipped in several cars of corn annually. A good portion of this he would sell to neighboring feeders.

Thinking the time ripe for the construction of an elevator, he applied to the Santa Fe railroad for a lease in December, 1919, and obtained it.

Early the following month a Grange lodge was organized in Plymouth; he already belonged to the Grange in Emporia not far away, and believing it a good thing, he helped in such ways as he could with the organization of the local lodge.

About the first thing the newly organized Grange started was competitive business enterprise. The Grange master made careful inquiries about his proposed elevator. Then he proposed that Mr. Collins donate his building site to the Grange, including what he had already paid the railroad in rental, and let the Grange build and operate an elevator. Of course, he refused.

Then he called a special meeting of the local Grange and got them to vote to build an elevator and operate it as a co-operative. An attempt to get the railroad to cancel the Collins lease and allot it to them failed, but they were granted another location. Canvassing of the community resulted in considerable stock being sold in the Grange Co-operative Elevator. Then a few ring-leaders managed a favorable vote for changing it to a stock company, instead of a co-operative, and the elevator was built.

Mr. Collins had intended to build an elevator the following spring, but circumstances prevented as the property which he had leased was in use. He was granted a lease on some additional ground, on which he built a 1,000-bu. steel bin for storage. A blower grain loader operated by a tractor handled the loading all right and in the fall he added a corn sheller with a 45-foot extension, permitting 3 wagons to unload at a time. His portable elevator worked so well that he handled much more grain during the season that his competitors.

Another attempt was made to get his lease canceled when it was learned that the railroad

had a rule against permitting a portable elevator to be operated at a station where there was a permanent elevator. That made it necessary for Mr. Collins to build or quit business.

Business at that station was sufficient for only one elevator. Being sure they had Collins cornered the Grange elevator refused to heed his offers to buy its building. So he built a modern elevator and how has by far the larger share of the grain and feed business in town.

That incident sufficiently describes the reason this Grange elevator is unpopular with the farmers. Trying to take unfair advantages of one's neighbors seldom wins out. It pays to be fair and square. We have two elevators, but one is sure to do most of the business under their present management.—F. J. N.

Prohibition and the Farmer.

Grain Dealers Journal: About thirty-six years ago farmers of North Dakota started the prohibition movement in this country and destroyed \$25,000,000 invested money in our state as completely and as sure as though they had sold \$25,000,000 worth of bonds and taken the money out in the middle of the street and burned it up. However, the full force of this prohibition farce did not affect North Dakota seriously for the reason that the other states kept their heads and manufactured liquor that gave us a market for our different products. But when the Volstead Act became law and closed the breweries and distilleries of the Nation, 50 per cent of the farmer's resources were lost thereby.

We have it from unquestioned authority that the farmers of Minnesota, North and South Dakota are losing \$70,000,000 per year on barley alone, due to prohibition. There are billions of dollars going out of our country each year for liquors that should be kept at home and paid to our farmers who produce everything necessary for the manufacture of these liquors.

It remains for a Senator and a Congressman from Maryland to appeal to Congress to modify the Volstead law in order that the grain growers may get a market for their grain. It didn't take the farmers in Canada long to settle this prohibition problem to their credit and profit.

Before Volstead, Peoria, a small city in Illinois, received a train load of corn every day in the year, manufactured it into liquor and shipped to all parts of the world. Yet the farmers of Illinois don't know why their land has depreciated from \$300 to \$40 per acre and have sent their ex-governor Lowden out here to tell us we must co-operate before we can bring the farm back. More of them in all parts of the country organizing cure-all organizations to save the farmers' wheat growers' associations, co-operative buying organizations, co-operative selling agencies and endless other organizations all to save the farmer at so much per. After a great many years experience dealing with farmers, I believe they can dispose of their own crops to better advantage and with more satisfaction to themselves than thru any other agency and it costs them nothing.

I have nine elevators and my records show, previous to the Volstead law, we shipped forty-one cars of barley where now we ship one. When you consider this average for all elevators thruout the state, it should make the farmer think. I have never heard of one legitimate land sale in our county since that law took effect. Why should a man with real money come here and bury it in land at any price when he can't make anything out of the land and can't unload on any one else? All grain growing states have the same trouble from the same cause, "Prohibition." The attempt to enforce that law costs more than to maintain our army and navy.

Put in a good field of barley this spring, then go out and elect an anti-prohibition ticket at your June primaries, then watch Congress jump on that Volstead law and you will get \$1 a bushel for your barley this fall.—Pierce Blewett, owner of Star Elevator Co., Jamestown, N. D.

New Oat Standards Prove Beneficial.

Grain Dealers Journal: The new federal standards for oats, particularly feed oats, have proven entirely beneficial to the traders handling them and lawsuits and litigation regarding prices and descriptions of the various grades of that commodity have appreciably lessened.

Chicago has a pretty fair amount of trade going to both the east and the south, on feed oats. Before the new grades went into effect last fall large quantities of oats sold as feed grain failed to meet the minimum requirements of the then official oats standards due to varying amounts of wild oats and other grains mixed with the good oats which no provision covered.

Brokers and traders had no set rule about the descriptions of these oats. A wide range lay in the quality and condition of these products, and since indefinite terms were often used in contracts and not infrequently taken advantage of, the necessity for good descriptive terms with official standards for this class of feed grains was highly necessary.

Under the standards now in use we correctly understand a fellow trader to mean good 32-lb. oats with a minimum of 60% of cultivated oats and a maximum of 25% of other grains when he mentions No. 1 feed oats.

Our customers understand us likewise and a great deal of the overhead eating litigation, correspondence, telegraphing and time of the members of our company is saved.

At the same time considerable mixing whereby standards were lowered and customers were shipped poor feed grains has been eliminated by the strict enforcement of the new official grades.—B. A. T.

Disadvantages of the Metric System.

Grain Dealers Journal: Every few years the metric system bugaboo raises its head and agitates for the junking of the present English system of weights and measures, and replacing it with the kilos and meters.

Certain advantages of the metric system cannot be denied. But the cost of changing to it is so tremendous that any advantages which might be gained would be purchased dearly.

Consider the cost in the grain trade alone. In the United States are many terminal elevators. It is safe to estimate they have an average of 5 large hopper scales, a track scale and some small scales for weighing sacked products and for determining test weights per bu.

Country elevator in the United States approximate 26,000. Each is equipped with at least one truck or wagon scale and one hopper scale besides portable platform scales and test-weight per bu. devices. Some of them have more. At what price could this expensive equipment be changed?

Consider at the same time what a change in our methods of comparison would mean to the employes and operators using these scales. Everyone would have to learn the new system. Many would acquire it slowly with painful and costly mistakes. Crooks would take advantage of unfamiliarity with the method. Scale manufacturers could charge heavily for the new equipment, and would have to cover the costs of changing their manufacturing machinery.

So much for the grain trade. Now consider what the change would cost in the equipment of railroads, manufacturers, millers, large mercantile establishments, country stores, the homes.

Consider how everyone in the whole country would be required to change their methods of comparison, to learn a new system and operate and live with and teach it.

Do we want the metric system with its multiplying of kilos and meters? No! We can not pay so dearly for a whistle.—Grainman.

Sydney Young has resigned the secretaryship of the Liverpool Corn Exchange for a well-earned rest after 28 years of service.

The Producers Commission Co. Suspended.

An investigation instigated by Sec'y of Agriculture Jardine on Dec. 5, 1925, into the business practices of the Chicago Producers Commission Ass'n, a co-operative livestock handling organization at the Union stock yards, Chicago, which has been favored with unusual business, and John J. Airey, market agencies, and Rankin Sheffer, Thos. P. Evans, S. E. Williamson and A. Shapiro, dealers, all registered under the Packers and Stockyards Act, 1921, at the Union Stock Yards, bore fruit. Charges of violation of Title III of the Act as amended were found true during the course of a hearing in the Conference Room at the stockyards before John C. Brooke, an examiner in the Department of Agriculture, begun on Feb. 3 and concluded on the 12th. We give paragraphs from the findings of fact, conclusion and order of the Sec'y:

On Oct. 30, 1924, the Chicago Producers Commission Ass'n received a consignment of hogs from the Williamsfield Shipping Ass'n of Williamsfield, Ill., 21 of said hogs belonged to Robert Elliott, son of W. B. Elliott, Sec'y and Treas., as well as a director, in the Chicago Producers Commission Ass'n. Robert Elliott's hogs were graded and priced at \$8.75 per hundred pounds. Upon a complaint from Robert Elliott, he was refunded \$18.12, and on Dec. 8, 1924, W. B. Elliott, a director, filed his expense account with the Chicago Producers Commission Ass'n, including \$18.12 refunded to his son as "old expense as agreed, \$18.12." Said \$18.12 was in addition to the net proceeds as shown on the account sale to Robert Elliott.

On Sept. 3, 1924, the Whitman Stock Farm of Cameron, Ill., consigned 83 hogs to the Chicago Producers Commission Ass'n. Eleven of these hogs were sold to J. P. Reilly at \$6.50 per hundred pounds, and wrongfully marked as "skips." Thru a collusive arrangement between the Chicago Producers Commission Ass'n and J. P. Reilly said 11 hogs were marked as "skips," when as a matter of fact they were not "skips," and were sold for \$3 per hundred pounds below the market value of hogs of similar weight, grade and quality.

From time to time between July 1, 1922, and Dec. 5, 1925, the date of the inquiry, the Chicago Producers Commission Ass'n continued to make, in collusion with one or more of the respondents, sales of livestock wherein the dealers were given undue and unjust preference, in that they were permitted to select and purchase livestock which was not exposed to competitive bidding and to pay therefor prices below the true and known market value, to the prejudice and damage of the owners and consignors thereof; and to change pursuant to secret and collusive arrangements the respondent dealers' scale tickets after consummation of the livestock sales, without the knowledge or consent of the consignors.

Upon the basis of the findings in this case I might either suspend the ass'n as a registered market agency under the Act, or issue a cease and desist order against continued violations of the Act, or both. I can not too strongly condemn the incomprehensible laxity and want of diligent oversight displayed by the responsible officers of this ass'n which begot and fostered these violations by allowing the personnel and morale of the organization to become so deplorably low as shown by the evidence in this case. As broad as my powers are in regard to regulation, yet I have no power relative to management. Nevertheless, in exercising my discretionary power as to whether an order of suspension shall be issued, it is proper to give consideration to the fact that the officers of this ass'n had ample opportunity to discover the gross violations of the Act committed through their subordinates.

The record shows clearly that such violations have not only continued since the power of suspension was conferred upon the Sec'y of Agriculture, but for a considerable period prior thereto. It is necessary in order that such agency may not go upon the rocks of destruction either through collusion by or corruption of its personnel, that the Act be complied with. It must be borne in mind that the employes are subject to many and strong temptations by reason of the competitive nature of the business in which they are employed, thus requiring of the management of a market agency a high degree of diligence in the supervision of its business.

The provisions of Title III which have been violated were primarily aimed to protect producers of livestock who ship to large terminal markets. The producers are the principal sufferers in such violations. The liability of respondent is corporate and if it were not for the fact that the respondent represents several thousand honest, sincere and law-abiding livestock producers who had no knowledge of the violations of law proven in this case, I feel

that a longer suspension would be justified.

It is a wise principle that in seeking to correct violations of law, the corrective measures should not work more mischief than the needs of the case require. In issuing an order to cease and desist and of suspension in this case, which is the only action I can take in proper administration of the law, I hope to bring home to all who are interested and in any way responsible for the operation of respondent association or in co-operative effort, or otherwise, the necessity of putting and keeping its house in order to meet the exigencies of this statute, which requires that all market agencies, co-operative or otherwise, equally shall stand clean before this law and obey its mandates. Officers of this or any other market agency can not permit their supervision of its affairs to become merely perfunctory. Responsibility of this nature can not be delegated. Supervision that is merely nominal will tend to create temptation and opportunities for corruption among its personnel.

The Chicago Producers Commission Ass'n was ordered suspended for a period of 30 days. Evidence failed to sustain the allegations against Airey and Shapiro, but respondents Sheffer, Evans, Williamson and Reilly were found guilty and they were ordered suspended as registrants under the Packers and Stockyards Act, for 5 years.

Gooding Bill Defeated.

A vote of 46 to 33 in the Senate on Mar. 24 defeated the Gooding long and short haul bill. Practically all but inter-mountain interests had opposed it and much lobbying at Washington was done to obtain its defeat.

By its action the Senate declines to deprive the Interstate Commerce Commission of authority to use its own discretion in permitting railroads to meet water competition. If the legislation had passed it would have made permanent the recent decision of the Commission forbidding transcontinental lines to reduce rates from Chicago and the middle west to Pacific Coast points to meet the competition of water lines operating thru the Panama canal.

In opposing the bill Senator Fess stated, "We oppose this bill because it proposes to transfer the rate making power from the Interstate Commerce Commission to the floor of Congress. The rate structure is so complicated and demands such technical ability and skill that a body of experts, trained and appointed for the service, will insure the public weal beyond what could be expected from a body of politicians. It is a false measure, urged as an alleged benefit to a small portion of our people at the expense of all the rest. This measure, if enacted, would, in the end, prove hurtful to the very people for whom it is now urged."

Very effective in opposition to the bill was the special com'te of the National Industrial Traffic League consisting of J. P. Haynes of Chicago, chairman; Herman Mueller of St. Paul; Harry Dickinson, Denver; Carl Gies-sow, New Orleans, and W. H. Day, Boston. J. H. Beek, executive sec'y of the League, spent 2½ weeks at Washington working against the bill.

New Barley Standards.

Ready reception is being given new barley standards, being formulated by the United States Department of Agriculture, by the interested trade, particularly on the Pacific Coast where barley is traded in for feed.

Informal meetings have been held at California points and in Portland and Seattle to develop the ideas of the trade for these standards. Such grades as may be formulated must be promulgated for 90 days prior to the date set for operation but hope is maintained that it will be possible to use grades in the handling of the 1926 crop.

A total of 2,896,030 barberry bushes have been destroyed in the state of Wisconsin since 1918, according to W. A. Walker, state director of barberry eradication, who recently left Madison to attend a barberry eradication conference in Washington.

Wheat Pool's Terms to Buy Saskatchewan Co-operative Elevators.

An offer is reported to have been made by the Canadian wheat pool to purchase the elevators of the Saskatchewan Co-operative Elevator Co., thru its subsidiary the Saskatchewan Pool Elevators, Ltd. Legislative power to effect the sale was granted the Co-operative Elevator Co. at the last session, provided three-fourths of the delegates present and voting at a special meeting for the purpose adopted a resolution to that effect. A special meeting has been called to be held in Regina, Sask., on Apr. 9.

The offer of the Canadian Wheat pool proposes to take over the entire country elevator system of 451 country houses, the terminals with a storage capacity of 7,700,000 bus. at Port Arthur, the lease of the C. N. R. terminal with 7,500,000 more, the transfer house with the new addition at Buffalo, and the company's office building in Regina. The offer to purchase is made by the Pool Elevators, Ltd., the subsidiary elevator company of the pool.

The valuation of the entire system is to be determined by three arbitrators, one appointed by the pool, one by the Co-operative Elevator Co. and a third appointed by the other two. Such appointments are to be made within 20 days after the shareholders of the elevator company have confirmed acceptance of the offer. A majority decision of the arbitrators is to be binding on both the pool and the company, and the report of the arbitrators is to be in the hands of both parties by July 25th.

The pool will pay \$500,000 to the company in cash, as a guarantee of its undertaking to conclude the transaction, prior to the special meeting of the elevator company; and before Aug. 1, 1926, will put up a million and a half dollars more. The balance of the purchase price will be paid in equal annual installments of \$1,000,000 a year, with interest at 6 per cent, on Aug. 1 each year; the pool reserving the right to pay off all or part at any time without notice. If, however, the Saskatchewan government, which is owed some \$2,300,000 by the elevator company, as part of the original plan of financing the elevator company's construction program, wants its money, it is to be paid off before the \$1,500,000 is paid to the elevator company, and this amount is then to be cleaned up first in its entirety.

Acceptance of the offer by the Co-operative Elevator Co. will permit the pool to take possession of the equipment and assets on Aug. 1, tho the former will be given until Oct. 1 to finish the details of its business and bring it to a close. If the government's mortgage continues to stand, the pool will assume it on Sept.

1. The string of 89 country elevators now owned by the pool will be mortgaged as security for the balance of the payments due as will also be the elevators purchased.

The capital and interest to be paid will be secured by the Saskatchewan Wheat Pool by deducting the full 2 cents per bu. provided under the grower's contract for acquiring grain handling facilities from the grain annually turned over by the farmers. A provision is made in the offer that if such deductions do not equal the annual installments of principal and interest the guarantee of the pool is limited to the amount so received. Anything received over the annual installments may be invested in further facilities.

The offer submitted by the pool is binding upon it for 50 days from the date of the agreement and is irrevocable during that period.

The pool officials are making every effort to lay a safe bet even with insufficient backing and are carefully arranging so that failure on their part to pay the required installments thru insufficient receipts will not rescind the contract. At the same time they are leaving a loop hole for further expansion and further interference with the sections served for many years by independent and co-operative elevators. The pool is attempting to become all-powerful. We wonder if it is biting off more than it can chew?

Canadian Wheat Pool Reports.

The first interim payment by the 3 provincial wheat pools in Manitoba, Saskatchewan and Alberta, Canada, is said to have been distributed. It is claimed that 160,000 cheques were mailed from the 3 offices.

This payment was made up as follows: 20 cents per bu. on all grades of wheat, 6 cents per bu. on oats and barley, 10 cents per bu. on rye and 25 cents on flax.

The following table shows payments made up to date, basis top grades in store at Fort William:

	Interim payment.	Initial payment.	Total to date.
Wheat	\$.20	\$1.00	\$1.20
Oats .....	.06	.34	.40
Barley .....	.06	.50	.56
Flax .....	.25	1.50	1.75
Rye .....	.10	.70	.80

The initial payment on pool deliveries received after March 10 will be made on the new basis, as shown in the last column.

These figures come from the official statement issued by the Winnipeg offices of the Canadian Co-operative Wheat Producers, Ltd., by Pres. A. C. McPhail. Figure it out for yourself.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

	Mar. 10	Mar. 11	Mar. 12	Mar. 13	Mar. 14	Mar. 15	Mar. 16	Mar. 17	Mar. 18	Mar. 19	Mar. 20	Mar. 21	Mar. 22	Mar. 23	Mar. 24
WHEAT.															
*Chicago	159 1/2	162 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2	165 1/2
Kansas City	151 1/2	154 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2
St. Louis	159	161 1/2	162 1/2	164 1/2	163 1/2	161 1/2	161 1/2	164 1/2	157 1/2	156 1/2	153 1/2	155 1/2	153 1/2	155 1/2	153 1/2
*Minneapolis	153 1/2	155 1/2	158 1/2	158 1/2	157 1/2	155 1/2	155 1/2	158 1/2	153 1/2	151 1/2	148 1/2	150 1/2	149 1/2	150 1/2	149 1/2
Duluth (durum)	132 1/2	135 1/2	137 1/2	138 1/2	136 1/2	134 1/2	134 1/2	137 1/2	132 1/2	129 1/2	128 1/2	130 1/2	131 1/2	131 1/2	131 1/2
Winnipeg	145 1/2	148 1/2	150 1/2	151 1/2	150 1/2	148 1/2	148 1/2	152 1/2	147 1/2	145 1/2	145 1/2	147 1/2	145 1/2	145 1/2	145 1/2
*Milwaukee	159 1/2	162 1/2	165 1/2	166 1/2	165 1/2	163 1/2	162 1/2	166 1/2	159 1/2	157 1/2	155 1/2	156 1/2	156 1/2	156 1/2	156 1/2
CORN.															
Chicago	78 1/2	77 1/2	78 1/2	78 1/2	78 1/2	77 1/2	77 1/2	76 1/2	73 1/2	73 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Kansas City	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	71 1/2	70 1/2	67 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
St. Louis	76 1/2	76 1/2	76 1/2	77 1/2	76 1/2	75 1/2	75 1/2	74 1/2	71 1/2	71 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Milwaukee	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	77 1/2	77 1/2	76 1/2	73 1/2	73 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
OATS.															
Chicago	39 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	39 1/2	39 1/2	38 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Kansas City	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	38 1/2	38 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
*Minneapolis	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Winnipeg	46 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Milwaukee	39 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	39 1/2	39 1/2	38 1/2	39 1/2	39 1/2	39 1/2	39 1/2
RYE.															
Chicago	89	90 1/2	92	92 1/2	90 1/2	88 1/2	88 1/2	90 1/2	86	86 1/2	85 1/2	87 1/2	86 1/2	86 1/2	86 1/2
*Minneapolis	83 1/2	84 1/2	85 1/2	86	84 1/2	82 1/2	82 1/2	84 1/2	80 1/2	81 1/2	79 1/2	81 1/2	81 1/2	80 1/2	80 1/2
Duluth	85	86 1/2	88 1/2	88 1/2	86 1/2	85	84 1/2	87	82 1/2	81 1/2	81 1/2	83 1/2	83 1/2	82 1/2	82 1/2
Winnipeg	88 1/2	89 1/2	90 1/2	92	90 1/2	88 1/2	88 1/2	91 1/2	87	86 1/2	85 1/2	87 1/2	87 1/2	86 1/2	86 1/2
BARLEY.															
*Minneapolis	59 1/2	61	61 1/2	61 1/2	61 1/2	62 1/2	61 1/2	62 1/2	60 1/2	60	59 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Winnipeg	59 1/2	60 1/2	61 1/2	61 1/2	61 1/2	61 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60	60 1/2	60 1/2	60 1/2	60 1/2
*New style.															

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Vancouver, B. C.—During the present crop year, commencing last Aug. 1, to Feb. 28, Vancouver shipments of grain totaled 37,591,326 bus., compared to 17,415,800 bus. during the same period a year ago.

Tulsa, Tex., Mar. 20.—We have been handling quite a bit of milo and kafir and have shipped several cars of sudan and cane seed this year. Tulsa is a world record point for cane seed shipping.—Abernathy Mill & Elevator Co., Inc.

La Rose, Ill., Mar. 11.—Corn not receiving the best of ventilation in cribs is showing a strong tendency to mold and rot. With passable roads there will be a big movement of corn in spite of the prevailing low prices.—Chas. J. Potter, Davis Bros. & Potter.

Vancouver, B. C.—From the beginning of the present season to Mar. 14 a total of 31,763 cars of grain had been delivered at the port of Vancouver, representing a total of 44,960,293 bus., of which 22,560,837 bus. were carried over Canadian National Lines, the remainder over the Canadian Pacific. The figures a year ago were 14,313 cars, or 18,985,741 bus.—Canadian National Railways.

Peoria, Ill., Mar. 10.—Peoria receipts in bus. during February were 56,400 wheat, 2,673,100 corn, 735,200 oats, 3,600 rye, 149,800 barley, compared with 52,800, 1,725,800, 769,400, 2,400, 93,800, respectively, in February, 1925. Shipments were 49,200 wheat, 1,760,650 corn, 642,500 oats, 6,000 rye, 89,600 barley, compared with 52,800, 1,080,550, 804,600, 2,400, 54,600, respectively, in February, 1925.

Vancouver, B. C., Mar. 18.—The Canadian National Rys. has 1,063 cars of grain in transit to and on hand at Vancouver. Grain in store at country points on this road are 4,319,000 bus. in Manitoba, 10,275,000 bus. in Saskatchewan, and 31,184,000 bus. in Alberta. Loadings in Alberta during the week just closed were 807,000 bus.; in Manitoba, 392,000 bus.; in Saskatchewan, 211,000 bus.—Canadian National Railways.

Co-operative Elevators Save Taxes Under New Law.

The new tax law just enacted will save the co-operative elevator companies about \$200 to \$300 each by clarifying the exemption clause in Sec. 231. The co-operative companies now have a specific exemption. Paragraph 12 of Sec. 231 now reads as follows:

Farmers', fruit growers', or like associations organized on a co-operative basis (a) for the purpose of marketing products of members or other producers, and turning back to them the proceeds of sales, less the necessary marketing expenses, on the basis of either the quantity or value of the products furnished by them, or (b) for the purpose of purchasing supplies and equipment for the use of members or other persons, and turning over such supplies and equipment to them at actual cost plus necessary expenses. Exemption shall not be denied any such association because it has capital stock, if the dividend rate of such stock is fixed at not to exceed the legal rate of interest in the state of incorporation or 8% per annum, whichever is greater, on the value of the consideration for which the stock was issued, and if substantially all such stock (other than non-voting preferred stock, the owners of which are not entitled or permitted to participate, directly or indirectly, in the profits of the association, upon dissolution or otherwise, beyond the fixed dividends) is owned by producers who market their products or purchase their supplies and equipment through the association; nor shall exemption be denied because there is accumulated and maintained by it a reserve required by state law or a reasonable reserve for any necessary purpose. Such an association may market the products of non-members in an amount the value of which does not exceed the value of the products marketed for members, provided the value of purchases made for persons who are neither members nor producers does not exceed 15% of the value of all its purchases.

Shipping Card Valuable Aid in Checking Weights.

P. P. QUIST, MINNESOTA STATE WEIGHMASTER,
BEFORE NATIONAL SCALE MEN'S ASS'N
AT CHICAGO.

Minneapolis is supposed to be the largest wheat market in the United States. We receive from one to two thousand carloads of grain per day during the threshing season, the flour mills, linseed oil mills, malting houses and feed mills require about four hundred carloads of grain and flax every 24 hours when operated to their full capacity. This means that a large per cent of the grain received during the heavy shipping season must be stored in the terminal elevators and is later loaded out as needed by the mills.

In the cross-town movement of the grain, the weighmaster being responsible for the loading as well as the unloading weight, must assume responsibility for any discrepancy above the tolerance in weights. There is no chance to shift the blame for erratic weights to the other fellow as is sometimes done where grain is handled between two different markets; consequently the weighmaster must in self-protection keep close tab on the weight.

It was only by adopting the shipping card system that a constant check on the scales was possible. In loading cars a card is tacked on the grain door, which card shows the loading weight, the number of the scale, name of elevator and car number. When the car arrives at the industry for unloading the card is removed, and the unloading weight is recorded on the same card as well as the scale number, and the name of the unloading station. This card is then forwarded with the weigher's daily weight report to the weighmaster's office, where the two weights are compared, and if the difference is above the tolerance allowed an investigation is made at once. It is only by such method that it is possible to locate the trouble as soon as the weight is unsatisfactory from any of the weighing stations.

In checking our weights we have found that a scale test once a year or at best every six months is not sufficient if close weights are to be maintained. Unless a scale rests on solid foundation it is liable to change, that is especially true of hopper scales built on the cribbing of an elevator, which is always subject to more or less settling and heaving. We have known scales to change one or two pounds per thousand from standard in the filling of an elevator, or in emptying it, and the same is true to an even greater extent of a track scale built on an insecure foundation. While the weight discrepancies are generally traced to scales, we then find, however, that gamblers, unloading pits and loading spouts are responsible for erratic weights, especially where a loading spout passes through a storage bin. For illustration I will cite a specific case: Six cars of wheat were loaded out of one of our elevators, when these cars were unloaded at one of the mills each car was short between six and seven hundred pounds from the weight as indicated on the shipping cards. The weigher telephoned our office of the shortage and also stated that cars unloaded before and after the cars referred to the weights ran very close. Arrangements were made to test the elevator scales, meantime six more cars from same elevator arrived at the mill the next morning four were short and one was over, while the last two ran very close to the loading weight. The scale test at the elevator proved the scale was correct, which indicated something was wrong with the loading spout which passed through a storage bin. This bin was found full of grain, but had been empty when the first ten cars were loaded. The bin was emptied at our request, and a break was found in the loading spout, which spout was responsible for the shortage in the ten cars.

Years ago the grain was cheap and a difference of a couple hundred pounds between the loading and the unloading weight in a car of grain was not considered an excessive shrinkage. Of late years the price of grain has been high and the difference of three or four bushels of wheat between the loading and unloading weights means several dollars, consequently the grain trade is demanding closer results in the handling of grain.

Close weights mean in the first place that scales must be carefully adjusted to true standard, and also that care must be exercised by the weigher in operating the scale, and keeping it in perfect balance. It is also essential that grain be handled from scale to car and from car to scale without any loss. It is only by co-operation between the scale experts and the weighers that grain can be handled on close margins. Our records show that last year we handled nearly 20,000 carloads of wheat from our terminal elevators to our mills with an average shrinkage between the loading and unloading weights of less than one bushel per carload. In fact our records for the month of February, just passed, show the average difference between the loading and unloading weights in the 1,466 cars handled was only 51 1/6 lbs. per car.

A few years ago the weighmasters of the

loading terminal grain markets met and recommended the shipping card system be adopted at their respective markets. Minneapolis being a milling center receives a large amount of wheat from other terminal markets, and it is interesting to check the shipping cards from the different markets and note the weight variations from such markets that are not in a position to check their weights between their own weighing stations. One of these markets, call it X, ships considerable wheat to our mills from these elevators. In comparing the weights, as given on the shipping cards from some 75 cars out of Elevator No. 1, the average shrinkage was nearly 200 lbs. per car. In nearly as many cars from Elevator No. 2 the average difference was 115 lbs. per car, while the average loss from Elevator No. 3 was only 87 lbs. per car. It is the practice to return the shipping cards showing the unloading weight. In due time I received a letter from the weighmaster of X wherein he stated that noticing the wide spread in weight from Elevator No. 1 he had the scales tested and found them slightly off from standard. Without such check how long could a scale be off without the knowledge of the weighmaster, possibly months, causing disputes between buyers and sellers, as well as between different markets. The adoption of the shipping card system by the leading grain markets has had a marked effect.

Grain is handled today between many of the terminal markets and our flour mills with a shrinkage of a hundred pounds per car, while before the shipping card system was adopted the shrinkage was twice that amount. A recent shipment involving 350 carloads of wheat from the head of the lakes to our mills the average shrinkage was only 63 lbs. per car.

We have a law in Minnesota which provides that a country shipper of grain shall post a card in the car showing his loading weight. This law is of benefit to the shipper, and yet it is often disregarded as there is no penalty provided for its violation.

In checking country shipments we find the weight from country elevators that comply with this law to run closer to our terminal weights than do the weights from shippers who disregard it, beside it is seldom we have any complaints from those shippers who observe the law as compared to those that ignore it.

The only reason I can see for these facts is that a person who expects his weights to be scrutinized will exercise greater care in weighing, and I sometimes wonder if the same is not true of scale testing, as I have noticed that the weights from markets that have a chance to check their own weights occasionally run closer at our mills than the weights from markets that have no way of checking their work.

Prohibition has ruined the barley growing industry in the Dakotas according to one dealer writing in "Letters" this number. Previous to Volstead his 9 elevators shipped 41 cars of barley where now they ship one.

Toronto, Ont.—Hon. J. S. Martin, Minister of Agriculture, has introduced a bill in the Ontario Legislature which would make the corn borer legislation of last year compulsory instead of optional, and would compel municipalities in affected areas to appoint inspectors with power to order farm lands cleaned up.



A Modern 40,000-bu. Elevator at Parshall, N. D.

The Robideaux Grain Co.'s Elevator at Parshall, N. Dak.

Way out in North Dakota, on the eastern side of the Missouri River Valley, lies a broad stretch of fertile land where hard spring wheat is king. Here the farms are in thousand-acre tracts and the work is done by tractors, plowing, harrowing, rolling, cutting, binding and threshing. Only by using power could these broad stretching fields be made to yield the crops which are marketed at Parshall.

The Robideaux Grain Co. was formed in the spring of 1925 by E. E. Robideaux, who had been a successful manager of the Parshall Farmers Elevator Co. for a number of years. With a group of local men, most of whom were farmers on a large scale, he believed that the Parshall market needed another elevator.

After a careful study of plans, a contract was let to the Hickok Construction Co. for a modern 40,000-bu. elevator, completely equipped for rapid handling, cleaning and shipping of wheat and other grains marketed at this station.

This elevator is what is known as the cross-work floor type, in which the corner bins are brought down to the work floor level and all the other bins are over a two-way work floor. This arrangement secures ample space for the several cleaning machines with plenty of overhead bins drawing to the cleaners. The pits under the cleaning floor are subdivided to accommodate the different classes of screenings. The retention of the screenings in the pits make it possible to clean and at the same time receive and ship grain continuously.

The equipment consists of two stands of legs with Salem buckets. The legs are driven by manilla transmission ropes from the line shaft in the basement, reducing the speed at the head by malleable chain. Each leg is driven independently by Beyl friction clutches operated from the work floor.

The power plant consists of a 20-h.p. Fairbanks-Morse Type "Y" semi-diesel engine, installed with reinforced concrete exhaust pit and an iron stack. The engine is cooled by two tanks and circulating pumps.

The weighing-in scales are Fairbanks, 18x8, ten-ton, installed with a Strong-Scott pneumatic dump and steel bar grate. The grain is weighed out over a 2,000 bu. per hour Richardson automatic scale.

The cleaning equipment consists of a disc separator and a No. 10 leader for flax.

A roomy office with full basement is provided. The sample and testing room between the office and driveway is inclosed. The scale beam is also located in this room, in a bay window affording full view of the scales and driveway.

The foundation is a reinforced concrete slab, with concrete walls 5 ft. high. The pits are constructed in a steel boot tank set in concrete. The elevator is covered with lapsiding, painted white; the roofs are covered with heavy composition asphalt shingles.

In order to save as much time as possible in the completion of the elevator the foundation was put in before the arrival of the last car of lumber. The elevator was ready for operation in twenty-one days after placing the mudsills and in time to take grain from the first threshing. The volume of grain handled this season has fully justified the erection of the elevator.

Tennessee members of the Dark Tobacco Growers Co-operative Ass'n, which has headquarters at Hopkinsville, Ky., have brought receivership proceedings in the Federal Court at Louisville. They charge the organization with wasting its assets and claim they are entitled to bring a dissolution arrangement, wind up the business, and take sums they now have invested in unsold tobacco. Considerable dissension has arisen between members, some claiming the pool should be given a chance to continue operation profitably. Another pooling organization has demonstrated its inefficiency.

A New Modern Fire-Proof Elevator at Buffalo

The new Saskatchewan Co-operative Elevator at Buffalo is the first grain elevator to be located in the outer harbor. It is built on a pier almost opposite the south entrance through the breakwall and due to this location lake boats can enter the harbor and be moored to elevator dock for unloading, without the use of tugs, and without losing any time being towed to their destination.

It is also in close proximity to the main yards of the Lehigh Valley Railroad so that ample storage for empty and loaded cars is available at all times and rapid service can be secured in placing empty cars and removing cars when loaded.

This general arrangement makes it possible to unload lake vessels, load or unload cars, and load canal boats all at the same time without interference.

The property acquired has a frontage of 400 feet and extends lakewards some 1,400 feet to the harbor line, in all approximately 12.9 acres which gives sufficient area for the entire project including space for the million bushel addition now being constructed.

The elevator, with the necessary docks, trestle for cars, etc., occupies the central portion of the property with splendid slip facilities on either side. The slip dredged for deep draught lake steamers is 23 feet deep by 143 feet wide, extending inshore the full depth of the property. The canal boat slip for Welland Canal steamers and Erie Canal barges is 18 feet deep, 70 feet wide, and extends inshore approximately 1,100 feet. These slips will accommodate the largest grain carriers. Adequate docking arrangements have been provided along both slips to provide ready handling of boats.

The United States Government has deepened the outer harbor immediately off the elevator site to provide a satisfactory turning basin for boats maneuvering into position to approach the elevator.

While the possible development of the property will take care of a 4,000,000 bushel elevator with four movable marine towers equipped with legs to elevate grain from the holds of steamers, the initial work undertaken includes the enclosing of three-quarters of the area available for elevator structures with sheet pile revetment, the building of a combined storage and shipping house, a marine tower dock, a four-track shipping shed, a belt conveyor gallery for loading to canal boats, with required docks for same, a four-track pile and timber trestle to accommodate empty cars offshore from the track shed and the necessary railway embankments to provide the approach trackage from the shore.

Revetments and Foundations: To enclose the elevator site coast fir sheet piling of tongue and groove construction was driven along both dock faces and across the outer end of the property. This revetment was anchored back to two rows of anchor piles and deadmen with tie rods $1\frac{1}{4}$ inches in diameter. Approximately 1,000 round piles and 850,000 ft. b. m. of fir timber were used on revetment work.

All concrete docks and building structures are supported on round piles driven to rock, 3,400 pine piles varying in length from 60 to 70 feet were required for this purpose.

Storage and Shipping House: The main structure consists of 33 circular bins (11 bins long by 3 bins wide), 20 interspace bins, 24 outerspace bins. The inside diameter of the circular bins is 20 ft., 6 ins., with a capacity of 23,000 bus. each. The total storage capacity of the first unit is 1,100,000 bus. This will soon be increased to 2,000,000 bus. by the addition of 27 circular bins, 18 interstice bins, and 20 outerspace bins.

Running the entire length of the storage cupola, two 42-inch conveyors are provided. These rubber belts are reversible and equipped with 4-pulley self-propelling trippers for discharging grain to any bin along the belt. The ten collector hoppers located above the storage low cupola roof or fastened to face of high cupola wall each discharge to two stationary turnhead spouts by means of which grain can be placed on conveyor belt or by-passed direct to bins as the operator desires.

All bins are full hoppers and self-cleaning. In the basement below the bins two 36-inch conveyor belts carry the grain from the bins to the shipping legs. An efficient layout of spouting enables grain from all bins to reach at least one belt, while the middle row of circular bins are spouted to both conveyors.

The shipping house cupola is located on the inshore end of building, being supported on the top of the bins. It consists of four stories to house the equipment for operating shipping legs, the garnerers over the scales, the 2,500-bu. scale hoppers, the distributing spouts below scales, all in addition to the bin top story, which extends over the entire bin area.

Two individual shipping units have been provided complete, consisting of a 20,000-bu. elevating leg driven by a 100 horse power motor and having Morse Silent Chain and Farrel helical gear reduction drives, a 3,000-bu. garner, a 2,500-bu. hopper scale, with distributing spout turnhead reaching each of 4-car loading spouts and two shipping bins serving bins in gallery to canal boat dock. Provision has been made in the construction of the cupola for the installation of the equipment for a third shipping leg unit, without requiring structural changes in the building. Each of the legs is equipped with

a Webster large capacity friction clutch and a Gemlo backstop. The belts are 30-inch 7-ply, with two rows of 14 in. by 8 in. by 8 in. Webster special buckets staggered. The legs are equipped with the Edmonds & Norrell automatic takeup.

A passenger elevator from ground floor to bin floor and a belt elevator from bin floor to head floor affords easy passage to and from the cupola floors.

The house is equipped with a complete intercommunicating telephone system, electric signals, and speaking tubes.

An office is provided for the superintendent on the ground floor, a foreman's office on the bin floor, a weighman's office on the scale floor, and an electric substation with switchboard on the ground floor. All units are driven by independent motors with starting control near motors.

All lights are encased in vaporproof globes, affording maximum protection against ignition of dust.

In the design of this house care has been taken to minimize the danger of a dust explosion. All bins have ventilators to the outside. All elevator legs, garnerers, scales, etc., are ventilated. Spouting and connections between various units are so designed as to prevent the escape of dust.

The space between columns on all floors is taken up with steel windows so as to provide an extra large window area. The elevator is exceptionally well lighted on all working floors, having 6,500 sq. ft. of glass. All window sashes are of the rolled steel type glazed with double strength clear glass and provided with 50 per cent pivoted lights for ventilating purposes.

Marine Tower Dock and Towers: A dock 35 feet wide by 269 feet long was constructed to give track space for the two movable marine towers. Each tower is mounted on forty car wheels, running on four parallel tracks. The towers are of the latest design and in them is located the equipment for taking grain from



The Receiving Side of the Saskatchewan Elevator at Buffalo.

lake vessels, weighing grain, and re-elevating it to top of marine tower from which it is spouted through the special distributing spouts either direct to bins or to the distributing conveyors over bins.

Each separate unit in towers is driven by an independent motor, and the controls for all motors are mounted on second floor so as to be operated by one man.

The marine towers are of structural steel frame, 22 feet wide, 32 feet long, and 158 feet high, with concrete floors and corrugated iron sides. An anchor beam is bolted to main structure at level of top of bins to which the towers are anchored by means of rolling anchors. The towers are further equipped with special clamp lock on this anchor beam, which is interlocked with tower mover, in such a way as to make it necessary to release clamp lock before mover can be operated. Towers are also equipped with special rail clamps and brakes on wheels. At the limit of travel at either end of dock is a substantial concrete bumper. These special devices make it possible to obtain the minimum rate for cyclone insurance. Power shovels operated from the deck of the vessel and used for drawing the grain along the hold to within reach of marine leg are a part of the tower equipment. Equipment for raising and lowering marine leg for pushing it out over vessel's hold, for moving the tower along the dock, has also been installed.

The car shed is of reinforced concrete and extends over four tracks, with loading spouts to each track. The car shed is enclosed at ends with 8 steel roller doors. In this car shed is a double unloading pit equipped with automatic shovels for receiving grain. Two car pullers of special design move cars on two tracks. Each puller has pulling and back haul cables for each track so that a minimum of manual labor is employed in moving cars. Each car puller is operated by a 50 h. p. motor thru Morse Silent Chain and spur gears.

Above car shed is the shipping gallery for loading grain into canal boats. In this gallery are two 36-inch belt conveyors, drawing grain from shipping bins and delivering through two dock spouts to canal boats. Store rooms and quarters for men are also provided in the trackshed basement.

The weighing equipment consists of two late pattern, suspended bearing, 2,500 bu. hopper scales, with type registering beams for weighing out and two 500 bu. hopper scales with plain beams for weighing in. All scales are equipped with a special weight-lifting device.

A new feature in the 2,500-bushel hopper scales is that the four suspension links carrying the platforms are provided at the bottom with split lugs thru which pins pass. Directly underneath each link is a hole in the concrete floor for testing purposes. A chain is attached to each link and passes thru the floor to the floor below where there is ample room to attach to each chain a swinging platform on which test weights may be easily piled. This gets away from the old and inconvenient method of attempting to pile test weights on the scale frame. The load is applied exactly where it should be, directly on each corner.

The Electrical Equipment: The elevator proper is completely electrified, being operated by G. E. squirrel cage, induction motors. Two 100-h. p. motors drive the shipping legs, two 50-h. p. motors operate the car hauls, a 15-h. p. motor drives the shovel machines, the passenger elevator is operated by a 10-h. p. motor, and the Humphrey elevator by a 5-h. p. motor. The grain conveyors are operated as follows: Two 30-h. p. motors for the cupola belts, two 20-h. p. motors for the shipping belts, two 10-h. p. motors for the gallery belts, and a 7½-h. p. motor for the receiving belt. All these motors run at a speed of 725 r. p. m. The motor driving the passenger elevator is direct connected to gearing, driving the main shaft.

The movable marine towers are also operated

by squirrel cage, induction motors. Each marine leg is driven by a 100-h. p. motor thru double spur gears, reducing from 725 to 36 r. p. m. The belt is 28-in. 7-ply, with 2 rows of 13-in. by 8-in. by 8-in. Buffalo buckets placed parallel. A 5-h. p. motor with spur gear to drive shaft turns the leg belt at slow speed when it is desired to make an accurate inspection of belt and buckets. Each lofter leg is driven by 125-h. p. motor, thru Morse Silent Chain and Farrel Herringbone Gears, reducing from 725 to 33 r. p. m., and is equipped with a Webster large capacity friction clutch and Gemlo backstop. The belt is 42-in., 7-ply, with 2 rows of 20-in. by 8-in. by 8-in. Webster Special buckets staggered.

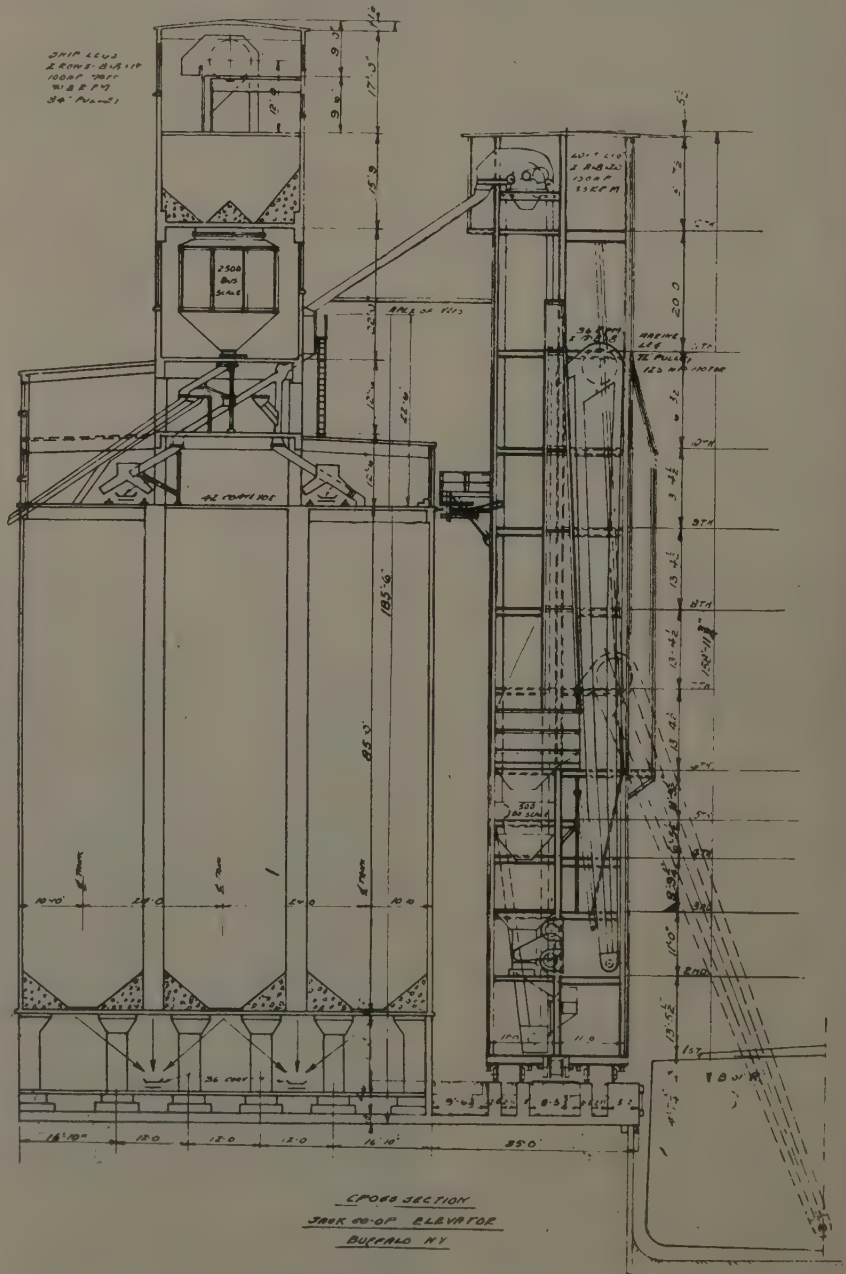
The marine leg hoist is operated by a 30-h. p. motor thru a spur gear. The marine leg pusher is of a screw type driven by a 10-h. p. motor. The towers are propelled along the dock by

30-h. p. motors thru a worm gear.

The motors for moving the towers run at 490 r. p. m. The motors moving the tower and operating the marine legs are direct connected. The 20-h. p. motors for moving the tower are of the slip ring heavy duty crane type, capable of starting under full load conditions.

Suitable protection for the motors and suitable control is provided for operation under these circumstances. The controllers which control the motors operating the tower movers are interlocked with the upper locking device on the tower, in order that the motor cannot be started until the locking device has been released.

The motors operating the lofter legs and marine legs are controlled from the third floor of the marine towers. The tower mover is controlled from the first floor. All these starters are of the floor mounted type.



A Sectional View of the Saskatchewan Elevator at Buffalo Showing a Cross Section of the Working House and one of the Marine Towers.

To prevent the tower from overtraveling, electric limit switches, interlocked with the electric starters, are provided at the high and low points of crosshead travel.

One of the interesting features of the electrical installation is the use of electric heat. Two 5,000-watt heaters are installed in the foreman's office; two heaters of the same capacity are in the substation room, and one heater, similarly rated, is in the weighman's office.

Power for the operation of the electrical equipment is purchased from the Buffalo General Electric Co., at 2,200 volts, 3-phase, 25 cycles. Substation equipment transforms this power to 440 volts, 3-phase, for power use in driving motors, and to 440 volts, 110/220 volts, single phase, for lighting use.

Compressed air from an I. R. Compressor is piped to valves near all of the 29 motors for blowing dust from the motors. The compressor is driven by a 10 h. p. motor.

To accomplish this, the following G. E. equipment is used: Three 333-kv-a., 2,200/440-volt transformers for supplying power for driving the motors in the elevator and towers; two 10-kv-a., 440/220/110-volt transformers for supplying power for lighting in the elevator proper, and one 5-kv-a., 440/110-volt transformer for furnishing power for lighting in the marine towers. Suitable switchboard, oil circuit breakers and other equipment are also provided.

Sixteen Silent Chain drives used in the plant were supplied by the Morse Chain Co.

The four single reduction gear units for the head drives were supplied by the Farrel Foundry & Machine Co.

The backstops were furnished by the Strong-Scott Mfg. Co.

The steel marine leg casing, the car spouts, complete with carryman, ship shovels, chains and hatch blocks used for unloading and other spouting, was supplied by The Jacob Schmahl Co.

The receiving hoods for the marine towers, the scale hoppers and garners were supplied by the Oldman-Magee Boiler Works, Inc.

Approximately 27,000 bbls. of Portland Cement were used in the construction of the elevator. All passageways are protected by iron



The Shipping Side of the Saskatchewan Elevator at Buffalo.

railings and stairways are equipped with iron stairs.

The house throughout is so designed from an insurance standpoint that it receives the lowest rate for fire insurance.

The first contract for piledriving, sheet piling and timber trestles, was awarded to the Barnett

& Record Co., in November, 1924, and this work was completed July 1, 1925.

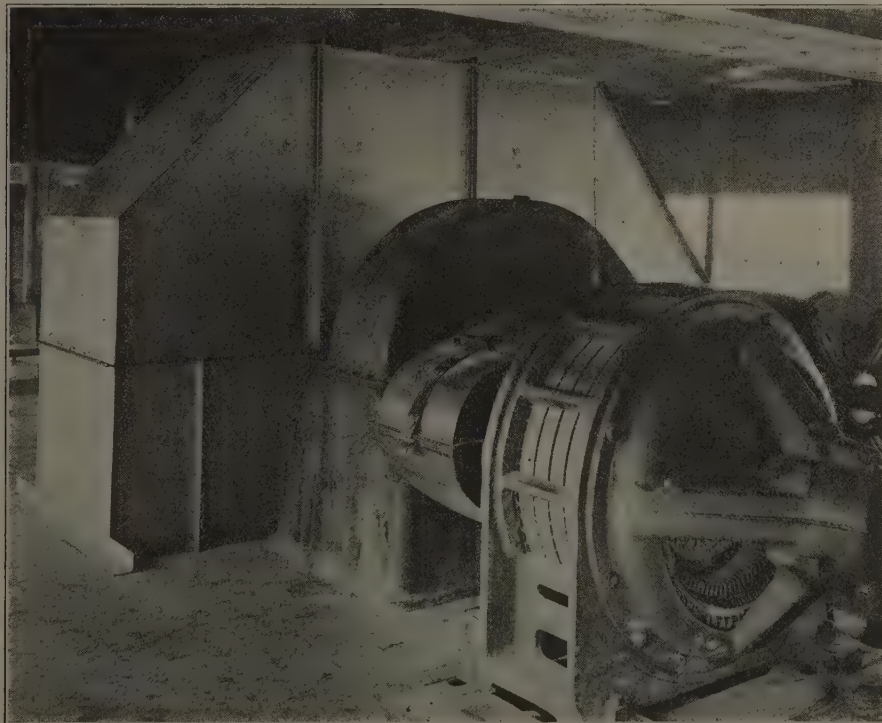
The contract for the superstructure and equipment was awarded to Monarch Engineering Co., in the latter part of April, 1925, and the piling, backfilling and dredging was completed so that work was begun on footings of elevator on June 25, 1925. The structure and equipment were completed so that grain was received Dec. 2, 1925.

The entire plant was designed and supervised by C. D. Howe & Co., for the Saskatchewan Co-operative Elevator Co., Ltd., which operates a large number of country elevators in Saskatchewan and two large terminals at Fort William, Ont. Mr. E. G. I. de Grey is manager of the company's Buffalo office and Harry Wilson is superintendent of the elevator.

Tokio—The Imperial Diet of Japan agreed to increase the flour duty to \$1.94 per barrel and the wheat tariff to 30 cents per bu. in a meeting on Mar 8, the increases to be effective Apr. 1. This doubles the wheat duty and increases the flour rate by a little more than 50%. Another blow to exporters.

Inferences formed from cable advices in regard to the closing of English mills have been routed by letters which show an agreement between English millers and mill workers providing that men shall not be put on short time as is usual at this season, but the mills shall close entirely that the workers may be able to draw the dole paid by the English government. Hurrah! Let us all stop working and live on doles.

The Indiana Wheat Growers Ass'n is planning expansion into Illinois and Ohio so as to tie up as many of the soft wheat farmers as possible with 5-year pooling contracts. At present the ass'n sets its aim at gaining control of 65% of the soft winter wheat produced in the United States. Maybe it will manage to raise the price by so disgusting the farmers with small returns that production will be curtailed and biscuit and pastry manufacturers will be compelled to pay a high price to supply their trade.



One of the Improved Head Drives, Consisting of Motor, Silent Chain Drive and Special Speed Reducer for Operating Leg of Saskatchewan Elevator at Buffalo. [See pages 347, 348.]

Solution of the Railroad Problem.

There is more reason at present for confidence that the railroad problem of the United States will be solved in a way that will be beneficial to the public, the employees and investors in railway securities than there has been at any time within the last twenty years, said Samuel O. Dunn, editor of the *Railway Age*, in an address Mar. 19 at the luncheon of the Louisville Board of Trade.

This has been due mainly to a better understanding on the part of the public. The future of the railways is in the hands of the public. Railway managers can accomplish nothing permanent and constructive without a sound public sentiment that will cause reasonable regulation.

It is just six years since the Transportation Act was passed and the railways were returned from government control. Their operating expenses and taxes in 1920 exceeded their total earnings, and all of them would have been bankrupted except for the government guarantees in that year. It was a year of serious traffic congestion and huge "car shortages."

The public had no guarantees to pay to the railways in 1925. It paid them but little more in rates than in 1920, it collected more from them in taxes, and yet it received from them the best and most adequate transportation service of any year in history. At the same time, while the earnings of the western lines were inadequate, and they need an advance in rates, the railways in most other territories did the best financially they have since government control was adopted.

The progress that has been made has been mainly due to the Transportation Act, under the encouragement of whose provisions the railways within the last three years have made large investments in equipment and improvements, and effected great increases in the efficiency and economy of operation which this new investment has made possible. This progress is the most conclusive argument possible for a constructive policy of regulation under which railway managers will have opportunity to exercise initiative and enterprise in developing and operating railway properties.

In 1920, when the cost of living was so high, railway wages were advanced to the highest level in history. Since that year railway operating expenses have been reduced almost \$1,300,000,000 annually, but only between one-sixth and one-seventh of this reduction of expenses has been due to reductions in the hourly and daily pay of employees, and the rest has been due to increased efficiency of operation. Wages were reduced in 1921 and again in 1922, but because of increases since made the hourly and daily pay of every single class of employees was greater in 1925 than in any year since 1921.

A movement for a large general advance in wages is now being started. The employees should be given a hearing, but the public can hardly regard with favor demands for advances in wages which if made would either put most railways in bankruptcy or cause general advances of rates.

Owing almost entirely to more efficient and economical operation, the return earned by the railways on their property investment increased from nothing in 1920 to 4.83 per cent in 1925, which is the largest return earned since 1917 when it was 5.26 per cent. The return earned was still below the prewar standard, especially in western territory, but it reflects progress, and shows that after a long and hard struggle since they were returned to private operation, the railways are "coming back" financially.

The greatest danger in the situation is the same as it always has been under government regulation—viz, the constant attempt from various sources to introduce politics into regulation. This has been illustrated in the present Congress by the attempts to pass the Gooding bill. Our present policy of regulation is that of delegating to the Interstate Commerce Commission, a body intended to be expert and impartial, the entire regulation of rates. The Gooding bill represents an attempt by political methods and for political purposes to have Congress declare how the relations between rates shall be fixed where water competition is a factor.

The railroad question should be dealt with, not as a political but as an economic question. The railways must enjoy reasonable prosperity in order to render good service, and under political regulation they cannot prosper. Politics can never be entirely excluded as long as the railroads are subject to regulation, but if political considerations are ever allowed to dominate all the progress now being made in solving the railroad problem will stop.

Bills in Congress.

Mr. Robinson of Arkansas introduced S. 3509 for a "Farmers Export Corporation Act" to finance exports and authorize the payment of bounties on exports of agricultural surpluses out of a special fund created out of the receipts from duties on imports.

Mr. Brookhart has introduced S. 3446 for a "Farmers Export Co-operative Act" appropriating \$250,000,000 as capital stock to buy up the export surpluses, paying the farmers the average cost of production for 5 years plus a profit of 5% on the farmers' capital investment. The loss on exports is to be recouped by levying on excise tax on such manufacturers as are protected by the tariff. This proposition is typically Brookhartian.

Observations.

BY TRAVELER

In this modern day when so many country grain elevator operators must divide their time between their grain business and their sidelines it is important to them to use as simple methods of accounting as possible. Since oftener than not the elevator operator was not trained to be an accountant simplicity is of paramount importance.

One of the labor-saving practices which has been followed by grain dealers of the old school successfully is that of using bound books and keeping the accounts for each department of the business separate and distinct. Thus they can tell quickly whether or not a department is paying.

Using a bound book prevents the loss or misfiling of sheets with consequent gaps in the records. One grain man of our acquaintance, who had changed from the bound to the loose leaf methods, showed us a pile of loose sheets an inch and a half high that had accumulated in a surprisingly short time thru misfiling. Gaps must have appeared in his records some place, but he declared he never could afford to take enough time to find them.

While the bound book keeps all records of each department together in a way that prevents their loss, it is at the same time the most economical as it permits full use of all the space on the expensive paper of which the record books are formed.

At the same time the bound books are usually made up in a size for convenient handling on a desk. We like to think of a grain man having a desk with partitions for his books. All books would be in order and easily handled.

Loose leaf books designed for keeping all the various records of a departmentalized business between two covers are of such unwieldy length that they require a counter to work on. Long, heavy sheets bearing previous records, must continually be thumbed over to find the sheet on which the bookkeeper is working, and become soiled and often torn in handling. Since only one item is entered on a line, space left under many column headings is left blank. As a result less than 15% of the space on a sheet is used. Many column headings for the various items handled in the business creates further difficulties for the bookkeeper confusing him, slowing up his work and increasing the danger of making incorrect entries.

* * *

Some grain dealers place considerable merit on the idea of having their firm name printed on the scale ticket. There is no denying such scale tickets have certain advantages. At the same time if a farmer loses a scale ticket which



North Dakota Grain Dealers on House of Parliament Steps, Winnipeg. Part of the 685 dealers who went on the two special trains from the Grand Forks meeting. [See facing page.]

does not bear the name of the firm to which he delivered his grain it is unlikely that a possible finder will try to collect. He won't know where to go. The owner, however, will know and will not hesitate to ask for a duplicate.

Therein lies another argument for the duplicating scale ticket. Then it is an easy matter to provide the duplicate which the careless farmer requires.

Starting Torches Are Dangerous.

Misuse and abuse of the starting torches used in connection with internal combustion engines of the semi-Diesel type have been the cause of a number of serious fire losses within the past year. Investigations have shown that the most common misuse of the starting torch is that gasoline is used in torches designed to burn only kerosene. Such abuse results, in a good many cases, in the explosion of the torch, throwing the burning gasoline in all directions. The effect of such an explosion in a combustible engine room, with its grease and oil soaked floor and walls, can readily be pictured. In a moment's time the structure is a roaring furnace and the entire plant is soon well on its way to destruction. The loss is not usually confined to property damage but in many instances the engine operator is seriously burned. Loss files record a large number of fires of such character. The engine owner and operator should carefully consider three remedies to eliminate such disasters:

First: Do not use gasoline in a torch which is designed to burn kerosene only. If you have trouble due to the plugging up of the torch head from attempting to burn a low grade kerosene, secure a small supply of high test kerosene, but do not use gasoline.

Second: If you are using a torch especially designed to burn gasoline, take great care when filling the torch so that none is spilled and do not fill the torch when it is hot. Your supply of gasoline should be kept in a one gallon safety can with any excess supply stored well away from buildings.

Third: Replace your torch heated ignition plug by an electrically heated ignition coil. The cost is relatively small and the increased convenience more than makes up for the money outlay. The installation is a simple matter, consisting of the replacement of your present torch heated plug with a fitting which holds a small heating coil. This coil is heated by an electric current supplied from a small storage battery or from your alternating current lighting circuits through a small transformer. By this means your engine may be started in a minute or less where with the torch method sometimes as much as one-half hour is required to start.

Such a large proportion of the fire losses chargeable to oil engines is due to the starting torch hazard, that insurance companies recognize the electric starting method by reducing the power charge in your insurance rate.—Mutual Fire Prevention Bureau.

Farm Income.

The National Industrial Conference Board, after a year's survey of agricultural conditions, recently announced that the capital invested by farm operators decreased from \$47,000,000,000 in 1920 to \$32,000,000,000 in 1925, a loss of \$15,000,000,000 per year.

Farm failures from 1910 to 1924 showed an increase of over 1,000 per cent, while commercial failures remained practically the same per year.

Production costs of agricultural products increased 300 per cent between 1900 and 1920, while wholesale prices for farm products increased only 120 per cent.

The average farmer earned only \$500 a year, in 1924, of which \$100 was on his labor and \$400 was on his capital invested; and since the cost of food and clothing purchased by the average farm family during the year runs to about \$475, the average farm income was only a little more than enough to purchase the necessities of life.

The reason for the low return to farmers is that they can persist in production at a loss. Dealers and manufacturers who operate at a loss are forced out of business, leaving the business to those who refused to sell at a loss.

Prof. Geo. S. Wehrwein of the Institute for Research in Land Economics at Northwestern University, looks farther back for the cause of the unsatisfactory conditions. He says:

That was a false alarm sounded by the late President Roosevelt and his colleagues in the "back to the land" movement of two decades ago. There wasn't any need of more people taking to the land, in the first place.

In the second place, the luckless individuals who responded to the propaganda which filled the public prints took to land which for the most part should never have been broken to the plow.

"Get the man-hungry acres into use" was a sound slogan for the early days when America was subduing the wilderness. The mistake lay in adhering to the slogan after America had passed the pioneer stage.

In their zeal to get settlers on the land the national government, the state government and various local governments gave away or sold on easy terms millions of acres of land. The railroads published alluring advertisements to attract settlers to and tributary to their lines and the various states financed immigration commissions to bring more and ever more people to the farms in their confines.

There is today as much improved land per man as there was in 1850. Agricultural methods have improved to a remarkable degree so that one man and one acre will feed many more people than was the case in 1850. In spite of our phenomenal increase in population there are today only 210 inhabitants for every 1,000 acres of improved land, while in 1850 there were 205 inhabitants per thousand acres under cultivation. In the single decade between 1890 and 1900 200,000,000 acres were added to the farm lands of the nation.

While the public authorities were carrying on this land program—partly at the expense of eastern taxpaying farmers—the farm lands of the east were steadily being thrown back into forest tracts. In 1880, 33 per cent of the land in New England was improved. In 1920 the amount of improved land in New England had dropped to 15 per cent. During the same period the improved land in the middle Atlantic states dropped from 52 to 42 per cent.

It is estimated that 1,000,000 acres of farm lands throughout the east are going back to brush and forests every year. That is a situation to commend rather than to bemoan. I believe the west will have to go through the same process.

The railroads have modified or discontinued their colonization programs. The federal and state governments have toned down their drives to put additional people on the land. That is a step in the right direction.

When the psychology of the people, with regard to use of the land has undergone a similar change, we will have made substantial progress toward improvement of the agricultural situation. It is a healthy sign that the large agricultural journals vigorously protest against additional reclamation projects.

New Style Car Unloaders for Montreal.

A new type of car unloader, said to be great improvement over the tilting style of unloader, has been designed by the John S. Metcalf Co.

Instead of tilting, the new unloader depends upon vibration of the car to eject the grain. The freight car is caused to vibrate back and forth, its direction being reversed four times a second, thus causing the grain to be shaken out thru the doors.

Two clamps rise from the ground and fit on the two drawbar couplings at each end of the car, holding the car firmly. Then by starting an electric motor a mechanism of links and levers is set in motion and transmits a shaking movement to the car, a full car weighing 70 tons being cleared of grain in as short an interval of time as can be accomplished with more expensive machines.

The advantage of the new machine is that it can be built at less expense and installed in a smaller space due to the absence of the heavy overhead mechanism.

The shaking is much less severe than the rough handling cars are subjected to in a hump switchyard, and has been found not to produce any detrimental effect on the cars.

Six of the new unloaders are now under construction for the Harbor Commission of Montreal, two to be installed in Elevator No. 1 and four in Elevator No. 2. The four car dumpers already installed in Elevator No. 3 are of the fitting type. The John S. Metcalf Co. already has excavated for the machines and put in the concrete foundations in readiness for installation before the opening of navigation.



North Dakota Grain Dealers Ass'n was accompanied by its Band to Manitoba's metropolis March 5, following Annual Meeting at Grand Forks. [See facing page.]

Market Destinations of Illinois Grains.

L. J. Norton, of the division of agricultural economics and Lacey F. Rickey of the department of agronomy of the University of Illinois, have compiled reports from 300 elevators in Illinois giving the destinations where the grain was unloaded.

The state was divided into four areas in order to show more clearly the destinations for grain from different parts of the state. These four areas are:

- (1) **Northern**, including points north of Peoria, Bloomington, Gilman and Sheldon.
- (2) **Central**, including points between these and Jacksonville, Springfield, Decatur and Mattoon.
- (3) **Southern**, south of this latter group of points.
- (4) **Western**, including the area west of the Illinois River and south of Peoria.

Corn—The general movement of corn was toward the north and east. Chicago was well in the lead. Decatur, Indianapolis, Peoria and St. Louis were important competitors. The states of Ohio, Michigan and Indiana, outside of Indianapolis, made up the next important market territory. St. Louis was the principal market for the Southern area. Peoria was the outstanding market for the Western area.

Oats—The principal movement of oats was south rather than north or east. Chicago was relatively less important as a market for oats than corn and St. Louis of greater importance. Cairo, Ill., Louisville, Ky., and Memphis and Nashville, Tenn., made up the third most important outlet for direct shipments. Shipments to eastern points were relatively unimportant. The relative importance of Chicago increased in the year beginning July, 1923, while direct southern shipments declined. Chicago was the principal market for the Northern area with Lockport an important secondary outlet. From the Central area, St. Louis and the southern markets were the outstanding destinations in the year beginning July, 1923. The next year St. Louis was the leader with Chicago and the southern markets competing for second place. St. Louis was the principal market for the relatively small shipments from the Southern area. Peoria and Chicago divided the shipments from the Western area.

Wheat was shipped to fewer markets than either corn or oats. Nearly all the hard wheat was shipped to Chicago. Soft wheat from elevators on railroads entering St. Louis from the north very largely went to that market while shipments from stations east or south of St. Louis were more widely distributed, going to Indianapolis, mills located in southern Illinois, and to mills and markets in southern Indiana, Ohio or south of the Ohio River.

NORTHERN AREA.

Chicago has a rather complete domination of this section. The railroad lines nearly all run directly into Chicago and have favorable rates to that point.

Chicago received 75 per cent of the shipments of corn from this area both years. Indianapolis, Peoria, Decatur, and Battle Creek, Michigan, received from four to six per cent a year. Shipments of oats had a wider distribution. Both years about three-fifths of them were shipped to Chicago. The point having the next largest receipts was Lockport, with about one-fifth of the total shipment. The balance was widely distributed, the general direction of shipment being toward the south. Practically all the wheat went to Chicago.

CENTRAL AREA.

This part of the state is somewhat farther away from the Chicago market and has direct connections and more favorable rates to several other large markets. Large corn-product plants at Decatur and Peoria make important local markets for corn. This area lies close to the southern edge of the sections of the state growing corn and oats for sale. It has, therefore, a favored location for direct shipments to southern points. It is only natural that the shipments would show a wider distribution than from the Northern area.

The five important markets for corn were Chicago, Decatur, Peoria, St. Louis and Indianapolis. Shipments to Chicago increased from about one-sixth of the total in the year beginning July, 1923, to about one-fourth the next year. The corresponding declines were chiefly in shipments to Decatur and St. Louis.

St. Louis was the largest receiver of oats from this part of the state, obtaining about one-third of the shipments. A group of southern markets including Cairo, Illinois, Louisville, Kentucky, and Memphis and Nashville, Tennessee, received nearly two-fifths of the oats the year beginning July, 1923, but only about one-fifth the next year. Shipments to Chicago

only amounted to seven percent of the total the first year, but increased to 18 per cent the second year. Other important markets for this area are Indianapolis and Decatur.

The wheat produced in the area largely grades as hard. Chicago was the most important market with St. Louis and Indianapolis of less importance. Besides transportation facilities and location, market preference for certain classes of wheat is an important factor in determining the destination of wheat shipments.

SOUTHERN AREA.

Most of that part of the state included in the Southern area in this study has direct railroad connections and favorable rates to St. Louis. This market consequently gets a large proportion of the shipments.

In the first year studied, St. Louis received 42 per cent of the corn shipments and in the second year 31 per cent, while Chicago received an increase from six per cent to 23 per cent. Decatur, Indianapolis, and Louisville were also of importance. About three-fifths of the oats were shipped to St. Louis. The balance went chiefly to Chicago, the southern market and local points in southern Illinois. The wheat in this area was largely soft. This went principally to St. Louis, Illinois mills, and to mills and markets in southern Indiana and states south of the Ohio River. The hard wheat produced in the northern part of this area went largely to Chicago.

WESTERN AREA.

Peoria was the most important market for shipments from this area, which includes points west of the Illinois River and south of Peoria. This market received about three-fourths of the corn shipments, two-fifths of the oats and one-tenth of the wheat. The balance of the corn and oats was shipped chiefly to Chicago. Some oats were shipped to St. Louis and the southern markets. Two-thirds of the wheat was shipped to Chicago, the balance being divided between Peoria, St. Louis, and Illinois mills.

Chicago is the leading market for grain shipped from Illinois, taking the state as a whole. From the Northern area, about three-fourths of the corn, 60 per cent of the oats, and practically all of the wheat went to this market each of the years studied. Most of the hard wheat districts of the state send their shipments of this grain to Chicago, while the soft wheats seem to be drawn to the markets farther south.

St. Louis—in order to satisfy the corn requirements of the St. Louis market it is not necessary to receive shipments from very far north in the state. It is of considerably more importance as a market for the oats crop of

Illinois than for the corn crop. It attracts about ten per cent of the oats from the Northern area, 35 per cent from the central area, and 80 per cent or more from the southern area. Most of the soft wheat grown north of St. Louis and shipped over roads having good connections with this market are sent to this point.

Indianapolis—This market gets quite a bit of corn from roads having direct lines to that point, together with some oats and wheat. Rates from most parts of the state do not favor the Indianapolis market.

Peoria—This city together with its neighbor, Pekin, receives a large part of all shipments from the Western area together with quite a bit of corn from the Central area.

Decatur—Here is an important market for Illinois corn. The corn-products plants located at Decatur use a large amount of corn and several grain buyers furnish an outlet for a considerable quantity of the grain from the surrounding territory.

Lockport—This market receives quite a bit of oats from the Northern area but outside of that was of little importance.

Springfield, Bloomington and Champaign—These cities are important markets for their immediate localities. Mills located at various points in the southern part of the state use quite a bit of Illinois wheat.

Southern markets, including Cairo, Louisville, Memphis and Nashville are important outlets for the oats crop. They also use some Illinois wheat and a small amount of corn.

Eastern markets undoubtedly receive quite a bit of Illinois grain, but most of this has first gone thru some other market and its identity lost.

Grain Man Good Hunter.

Two illustrations are here shown indicative of the activities of Geo. Kapp, wholesale hay and grain dealer of Pueblo, Colo. Mr. Kapp makes a specialty of handling Colorado alfalfa hay, buying much on track, and the first illustration shows some of the product being loaded at King Center, Colo., on the Missouri Pacific railroad.

The second shows Mr. Kapp with a fine 2-point buck he killed on the foothills of the Sangre De Cristo range of mountains, 13,000 feet above sea level, during the hunting season last fall. You don't blame him for feeling proud of it.



Above, Loading Alfalfa for Geo. Kapp at King Center, Colo. Below, Geo. Kapp and the Deer He Loaded with Load.

Grain Trade News

ARIZONA

Florence, Ariz.—The Pinal Fuel & Grain Co. incorporated; capital stock \$100,000; incorporators, John H. Zellweger and Roy L. Bollin.

ARKANSAS

North Little Rock, Ark.—Will Robey will be supt. of the elvtr. and Burt Paynter will be mgr. of the grain dept. of the local plant of the Arkadelphia Milling Co.

Little Rock, Ark.—The Rose City Milling Co., formerly the Joe Daniels Mill & Elvtr. Co., has been incorporated; capital stock, \$100,000. A. C. Heddelston of Brinkley is pres., R. R. Jones of Cotton Plant is vice-pres., and T. L. Harder of Little Rock is sec'y and treas.

Stuttgart, Ark.—The Arkansas Rice Growers Ass'n bot the milling properties of the Stuttgart Rice Milling Co. for \$3,000,000. They have been operating the plant under lease for the last few years. The ass'n through this transaction has acquired rice mills with the greatest milling capacity in the state of Arkansas.

CALIFORNIA

Inglewood, Cal.—The Blackie Feed Co.'s plant was destroyed by fire on March 14 which was caused by exposure to a fire in an auto agency immediately adjacent.

El Molino (Alhambra p. o.), Cal.—The El Molino Mills, comprising a 10,000-bbl. flour mill and a 2,500-ton feed mill, are now in operation. E. A. Vandercook is the genl. mgr. Mr. Vandercook was formerly head miller of the Sperry Flour Co.

CANADA

Grenfell, Sask.—Fire destroyed the plant of the Grenfell Milling & Elvtr. Co., Mar. 6, with a loss of \$40,000.

Midland, Ont.—A merger of the Canada Steamship Lines and the Great Lakes Transportation Co., which is a James Playfair corporation, has been consummated. The consolidation includes the properties, docks and terminals of the Midland Grain Elvtr. Co., a subsidiary of the Playfair organization, and the George Hall Coal & Shipping Co. The Midland Elvtr. has a 3,000,000-bu. capacity.

Vancouver, B. C.—The Supreme Court denied W. K. Morrison's plea to compel the harbor board to pay him \$1,000 for advice rendered. Mr. Morrison has been a local grain merchant for 27 years, and alleged that the harbor board called him in to get advice, and then promised to create a position for him. He further alleged that the position was created, and that after being promised it he reduced his fee from \$1,000 to \$250, but he gave a receipt for the full amount. The harbor board showed the receipt as its defense. In the decision His Lordship said that it was peculiar that a man with Mr. Morrison's experience did not require some written evidence of the contract. A defeated candidate in the last federal election secured the position.

Port Mann, B. C.—The construction plans of the proposed 600,000-bu. elvtr. here have been submitted by the Harbor Board to the Department of Public Works of the Dominion Government for confirmation. The Harbor Board has requested the Dominion Government to cancel an order-in-council, passed one year ago, authorizing the board to guarantee bonds for \$300,000 and to substitute for this another order-in-council authorizing the sum of \$700,000 for the construction of an approved elvtr. This money, it is understood, is to be repaid in 15 or 20 years with interest and upon full repayment the operating company, which will be the Gillespie Grain Co., will be the sole owner. Of this money, \$600,000 will be necessary to finance the erection of the elvtr. proper, while \$100,000 will be needed for the building of driers. The entire project depends, however, on the action taken by the government officials at Ottawa, regarding the financing.

Calgary, Alta.—The Grain Exchange elected P. Wolfe, pres.; S. W. Metcalfe, vice-pres.; and re-elected D. C. McHugh, sec'y and treas.

Calgary, Alta.—Spillers Overseas, Ltd., announces that its 14,000-bbl. plant here will be completed this year and that the machinery has already been ordered in England. C. B. Howe of Port Arthur, Ont., is drawing up the plans and will supervise the construction of the plant.

ILLINOIS

Breckenridge, Ill.—H. O. Zinn is the new mgr. of the elvtr. here.

Taylorville, Ill.—William Loveless, local grain dealer, died in Texas recently.

Sciota, Ill.—Ralph McNeely is the new mgr. of the Farmers Elvtr. Co. here.

Warren, Ill.—The Farmers Elvtr. Co. at its annual meeting voted to install a corn crusher.

Rochelle, Ill.—The Doyan-Rayne Lumber Co. has bot the grain, feed and coal business of P. R. Diederich.

Newark, Ill.—The Newark Farmers Grain Co. has appointed Roy Halverson, of Seneca, as its new mgr. here.

Allendale, Ill.—The Pioneer Grain Co. intends to build an elvtr. here to replace the one torn down at Patton.

San Jose, Ill.—George Youle is now mgr. of the north elvtr. of the Farmers Co-operative Grain & Coal Co.

Colusa, Ill.—John Gahle is the new mgr. of the Colusa Farmers Elvtr. Co., having succeeded V. C. Brown.

Princeton, Ill.—The R. J. Reid Grain Co. of Chicago has opened a grain office here with L. G. Duncan in charge.

Dongola, Ill.—William J. Wright has bot the interest of his brother Fred in the Wright Roller Mills and is now the sole owner.

West Brooklyn, Ill.—A. J. Moulton is the new mgr. of the West Brooklyn Farmers Co-operative Co., succeeding R. E. Jacobs.

Clifton, Ill.—Clifton Grain Co. incorporated; capital stock, \$24,000; incorporators, Fred W. Stout, W. A. Pegram, D. W. Jones.

Sidell, Ill.—The Sidell Grain Co. purchased the Paul Kuhn Elvtr. here to replace its elvtr. which was destroyed by fire recently.

Ottawa, Ill.—The Wallace Grain Co. has completed its new \$10,000 farm implement and machinery sales room and warehouse.

Troy Grove, Ill.—J. L. O'Neill, a former mgr. of the Farmers Elvtr. at Triumph, has been appointed mgr. of the Farmers Elvtr. here.

Walker, Ill.—I have recently purchased the elvtr. belonging to the Andrews Grain Co. and now own both elvtrs. here.—J. F. Van Gundy.

Bethany, Ill.—The W. S. Jones & Co. elvtr. has been leased for two years by Charles Ekiss and Charles Carlyle. Mr. Ekiss has been mgr. of the elvtr.

Chandlerville, Ill.—One hundred feet of rope drive has been put in for A. G. Haynes & Co. by S. E. Dyson. It will take the place of an old rope chain.

Tremont, Ill.—My address has been changed from Tremont to Holder, Ill., R. F. D. No. 1, as I moved recently.—William J. Dixon, mgr., Tremont Grain Co.

Meeks, Ill.—W. P. Lewis, owner of an elvtr. here, died recently. He had been in the grain business for 40 years and was 80 years old when he died. His widow survives.

Cairo, Ill.—The Samuel Hastings Co. has bot the Cairo Elvtr. & Mill Co. plant, of which G. W. T. Seifert is the mgr. The mill can handle 1,200 bus. of meal and 3 carloads of feed daily.

Carlinville, Ill.—Chester A. McClelland, mgr. of the Carlinville Grain Co., and his family have returned from a trip and visit to Brownsville, Tex.—Frank M. Ward.

Decatur, Ill.—The P. H. Sproat Co. incorporated; capital stock, \$75,000; incorporators, P.

H. Sproat, George D. Walraven, W. C. Hall, Harry J. Sharp, George Smith and Raymond E. Denz.

Orleans, Ill.—Clyde Kennett, asst. mgr. of the Orleans Farmers Elvtr. Co., lost a finger and had his face mutilated by a bolt while using a charge to fire the engine, and was laid up two weeks.

Macomb, Ill.—Bellon Roudebush has succeeded A. F. Gilchrist as mgr. of the Farmers Fuel, Grain & Supply Co. Mr. Roudebush has had many years of experience in elvtr. work at Princeton, Ill.

Whitehall, Ill.—H. W. Roodhouse was found dead in his room, Mar. 15, a heart attack being the cause. At the time of his death Mr. Roodhouse was mayor of Whitehall. Two years ago he sold his elvtr. to the Doyle-Shaw Grain Co. He had been in the grain business for 25 years.—Frank M. Ward.

Ashland, Ill.—Fred C. Wallbaum, former pres. of the Illinois Farmers Grain Dealers Ass'n, pres. of the Farmers Elvtr. Co. here, and pres. of the Farmers State Bank of Ashland, died here after a short illness. Mr. Wallbaum had been associated with the farmers' elvtr. movement for the last 20 years and has been a frequent attendant of the Illinois ass'n.

Sadorus, Ill.—Action has been instituted in the United States District Court at Danville by creditors of William H. and Edward DeLong to have them declared bankrupt. The DeLong Bros. do a large grain and coal business in Champaign County. The principal creditors, Daisy Fluck of Champaign and George J. and Albert C. Snyder of Ivesdale, allege that they sold grain to the DeLong Bros., amounting to more than \$1,000 in each case, and that this grain has not been paid for. They further allege that the brothers realized that they were bankrupt last month and that they conveyed their real estate holdings to their friends.

Lake City, Ill.—The financial affairs of the Farmers Elvtr. Co. are in very bad shape and the appointment of a receiver is expected to take place soon. The auditor's reports show that the firm has made a profit during only two years of the eight years that it has been organized. Alva Wilt, pres. of the company, was mgr. at that time. At present there are \$11,000 in outstanding debts, and the stockholders feel that these accounts can be taken care of and are, therefore, in favor of a reorganization of the company. It is said that mismanagement, fraud and speculation are the reasons for the present condition of the company. It has had seven managers in eight years.

Gillespie, Ill.—H. F. Bycroft, who had been in the grain business here for the past 35 years, died recently in St. Mary's Hospital at St. Louis from acute bladder trouble. Mr. Bycroft, who was 75, had been ill since the first of the year. He had always been active in the grain business until 1923 when he sold out to the Gillespie Co-op. Farmers Elvtr. Co. Before Mr. Bycroft entered into business in Gillespie he was associated with the Kehlor Milling Co., of St. Louis, and had been a member of the St. Louis Merchants Exchange since 1882. His son, J. E. Bycroft, is the mgr. of the Gillespie Co-op. Farmers Elvtr. Co., and has worked with his father for the past 34 years.—Frank M. Ward.

Oakford, Ill.—A 20,000-bu. ear corn storage, 30 ft. x 60 ft. x 20 ft., containing five bins, of frame construction, has just been completed for us by S. E. Dyson. The foundation, pit, floors and driveway are of concrete. The dump pit holds 400 bus. of ear corn, which is fed into the leg by a steel grain feeder, and is taken to the top in 7 in. x 15 in. steel ear corn cups, placed on a 16-in. 6-ply cup belt which distributes the corn to the five bins thru a 14-in. ball-bearing turn head. The power is furnished by a 6-h.p. type Z Fairbanks-Morse Engine. A 1½-in. rope drive runs direct from the engine to the line shaft in the cupola where a pinion gear is connected direct to the head shaft.—C. W. Taylor, mgr., B. H. McFadden & Sons.

CHICAGO NOTES.

Beginning March 17, WLS took over the broadcasting of official quotations from the Board of Trade. WLS has a wave length of 345 meters and is owned by the Sears-Roebuck Agricultural Foundation. Westinghouse Electric & Mfg. Co. Station KYW formerly broadcast the reports.

John A. Bunnell, pres. of the Board of Trade, and a party of business men are touring the Southwest to gain first hand information concerning the cotton market and to attend the convention of the Texas Cotton Ass'n at Galveston.

William S. Booth, 70, brother of Alfred V. Booth, died March 15, after an illness of only four days. Mr. Booth joined the Board of Trade in 1881 and was a director in 1892-93 and 94. He is survived by his widow, a son and a daughter.

James P. Grant and Joel Starrels, both members of the Board of Trade, have dissolved the firm of Grant, Starrels & Co. Although Mr. Grant will retain his membership, he will not clear transactions direct. Mr. Starrels is one of the members of the new firm of Starrels & Tabor, which will open about April 15, doing a general brokerage business.

St. George's Episcopal Church of Guelph, Ont., has received a \$30,000 set of chimes which was donated by Arthur Cutten, corn and wheat king. When asked about the gift, Mr. Cutten said, "I am glad to do this little bit for my old church. It was just an insignificant gift. I understand the chimes will be installed about April 1." The chimes have already landed in Canada.

Charles B. Munday, former vice-pres. and genl. mgr. of the defunct La Salle Street Trust & Savings Bank and now connected with the Atlas Flour Co. of this city, is again in court in an attempt to regain his lost fortune. Mr. Munday has brot a cross suit against the Chicago Title & Trust Co. which is suing him to secure payment of bonds of the Litchfield Mill & Flour Co., which failed immediately after the bank crash. Judge Jett, in the Circuit Court of Montgomery County at Hillsboro, has upheld Mr. Munday's plea for an accounting.

INDIANA

Portland, Ind.—Grimes & Finch have opened an alfalfa mill here.

Centerville, Ind.—Porter Pike has succeeded John Jackson as mgr. of the Farmers Co-operative Co.

Hicksville, Ind.—Henry S. Mellert has traded his 80-acre farm for the feed mill belonging to George Warfield.

Fountaintown, Ind.—We are installing a new hammer mill and cracked corn separator and sheller.—Fountaintown Elvtr. Co.

Teggarden, Ind.—I have just moved my headquarters from here to Tyner. I will operate both elevators.—C. W. Summers.

Rushville, Ind.—The name of the firm of Ball & Orme has been changed to Arnold Orme as I bot out Mr. Ball's interest recently.—Arnold Orme.

Loogootee, Ind.—A half interest in the Loogootee Milling Co. has been acquired by J. Everett Hayes of the Spink Milling Co. of Washington, Ind.

Milford Jct. (Milford p. o.), Ind.—John D. Baumgartner bot the Farmers Grain & Mercantile Co.'s elvtr. recently. Mr. Baumgartner owned the elvtr. in 1920 but sold it to the farmers' company.

Ade, Ind.—The Farmers Co-operative Co., of which C. O. Gifford is the mgr., has installed a cleaner for recleaning kiln-dried corn. The drier, installed Oct. 20, 1925, has handled 150,000 bus of new corn since that date.

Akron, Ind.—Robert Hunter, receiver of the Akron Co-operative Elvtr. Co., has been discharged and the company entirely dissolved. The State Bank of Akron, acting as trustee, has received \$2,149.93 from Mr. Hunter.

Cumberland, Ind.—The Cumberland Grain & Milling Co. plant was destroyed by fire March 5. A carload of wheat was damaged in the fire. Officials of the company said the loss would amount to several thousand dollars.

Haubstadt, Ind.—Alois Ziliak, 75, partner in the Ziliak-Schafer Milling Co., died recently, due to advancing age. Mr. Ziliak has been in charge of the business since the death of his father in 1859. He is survived by his widow, 6 children and 28 grandchildren.

Hagerstown, Ind.—Arthur A. Curme, Jr., of Richmond and John Jackson of Centerville bot the property of the Leas Milling Co. at a public auction recently. The new owners have already taken possession of the property, which comprises a flour mill, grain elvtr. and a coal yard.

Poseyville, Ind.—James H. Lewis, retired elvtr. owner, died here March 14.—C.

Mexico, Ind.—The Mexico Grain & Live Stock Ass'n, which recovered judgment against the railroad for \$9,000 for burning its elvtr., is planning to rebuild.

Indianapolis, Ind.—Alex. Watts Thomson, long known as Sandy, died Mar. 24, aged 67 years. He was identified with the grain trade since 1878, and was one of the founders of the brokerage firm of Thomson & McKinnon. He was single and resided with his brother, Henry W. Thomson. Two sisters also survive him.

Valparaiso, Ind.—William Jensen bot the interest of Harvey Varner in the Pennsylvania Elvtr. here. Not long ago the elvtr. had been purchased by Mr. Varner and Henry Jensen, a brother of the new owner, from N. L. Bradfield. The new firm is to operate under the name of Jensen Bros.

Laketon, Ind.—The Farmers Elvtr. Co. has been bot by Lyman Metzger, George Metzger and A. J. Delauter at a sale ordered by the Circuit Court, due to the insolvency of the company. The purchase price was \$10,600. The court order was preceded by a suit which George C. Baker et al. brought against the Farmers Elvtr. Co.

Indianapolis, Ind.—Work on the Indiana Wheat Growers Ass'n Elvtr. here is going on rapidly and is expected to be completed in time for the next crop movement. The storage rate of 1 1/4c per bu. per month, making 7 1/2c for the guaranteed six months' storage period, yielding a gross income of \$92,000, looks mighty favorable to the operators of the elvtr. and the income, of course, will be greater if the plant is operated more than six months in the year. The cost of the plant is \$360,000, or 30c per bu. capacity. Early & Daniel Co., of Cincinnati, are the contractors.

IOWA

Cloverdale, Ia.—The Davenport Elvtr. Co. has closed its local elvtr. indefinitely.

Panora, Ia.—W. E. Boots has succeeded Arthur Allen as mgr. of the Farmers Elvtr. Co.

Walcott, Ia.—J. M. De Bolt, formerly a grain buyer here, died at Chicago at the age of 63.

Glidden, Ia.—The Glidden Farmers Elvtr. Co. has reincorporated for another 20-year period. J. C. Riedesel will continue as mgr.

Iowa City, Ia.—W. H. Green has completed his 8,000-bu. elvtr. here, previously reported as being constructed at North Liberty.

Pocahontas, Ia.—W. H. Drake of Sheldon will manage the Quaker Oats Elvtr. here, which was recently purchased from P. L. Rivard.

Gilman, Ia.—The board of directors of the Farmers Elvtr. Co. re-elected H. E. Jenks as mgr. of the company. His ass't is A. C. Anderson.

Galt, Ia.—Mrs. Oscar Dahlgren bot the Burt Elvtr. from W. R. Burt for \$4,000. Mr. Burt has purchased a three-acre tract of land near Clarion for \$5,500.

Patterson, Ia.—J. G. Martin bot the grain and feed business of Roy Potter. Mr. Potter is retiring because of ill health. Mr. Martin has already taken possession.

Malvern, Ia.—My father, P. Kilmartin, is contemplating building a new elvtr. on the main line of the C. B. & Q., which has none at present.—A. P. Kilmartin.

Ashton, Ia.—The Ashton Farmers Elvtr. Co. at its recent annual meeting decided to reincorporate for an additional 20 years, the original charter expiring Apr. 16, 1926.

Lavinia, Ia.—The Quaker Oats Co. as well as the Lavinia Elvtr. Co. have installed 10-h. p. motors in the place of engines to elevate with.—G. F. Waldo, mgr., Lavinia Elvtr. Co.

Malvern, Ia.—We have not decided whether we will go into the grain shipping business or not. At present we only buy wheat and corn that we mill ourselves.—Malvern Milling Co.

Westfield, Ia.—James Burnight, 70, who operated a stock and grain business in Plymouth and Union counties, died at Hot Springs, S. D., where he had gone for treatment of a complication of diseases.

Fort Dodge, Ia.—R. W. Cormack, mgr. of the local Quaker Oats plant, has returned from a trip to Petersburg, Ont., on which he was seriously ill and was forced to undergo an operation. He has recovered now.

Newburg, Ia.—Citizens of this town pledged themselves to take \$30,000 worth of stock in the Farmers Elvtr. Co., which has had some financial difficulties. They decided to make application for a 20-year renewal of the company's charter.

McNally (Ireton p. o.), Ia.—Miss Amanda Richardson of Eagle township and William Evans of this town were married at Le Mars. Mr. Evans is the son of W. A. Evans, mgr. of the Farmers Elvtr. here, and is his father's assistant at the elvtr.

Sigourney, Ia.—Nick and Wendell Horras and Fred Kitchen, directors of the Farmers Union Mill, bot the interests of Fred Linnenkamp, Wallace Powers and William Snakenberg, who also were directors until the time of the sale. The mill has not been operating for the past few months.

Gladbrook, Ia.—On Apr. 1, W. G. Schneckloth and the Gladbrook Grain & Lumber Co. will consolidate, making the firm one of the strongest grain and lumber concerns in central Iowa. Mr. Schneckloth will take charge of the business after Apr. 1. Articles of incorporation are being drawn up and will be approved at the next meeting of the stockholders.

Kirkham, Ia.—Officials are mystified concerning the origin of the fire that was discovered in the offices of the Hynes Elvtr. Co. recently. A can of gasoline was found in the flames by the firemen. The main elvtr. structure was saved. Jack Dick, mgr. of the company, could not account for the origin of the blaze. He asserted that there was no fire in the office heating plant when he locked up.

Cedar Rapids, Ia.—Contracts for the erection of the new Quaker Oats buildings have been awarded to the Leonard Construction Co., which will start work in about two months, according to George Laird, mgr. of the local Quaker Oats plant. The 84 grain storage tanks will be built first and will be placed just north of the present mill on land recently bot from the Rock Island Lines. Each tank will be 22 ft. in diameter and 100 ft. high. The first unit will consist of 48 tanks and the second 36. The unloading station with the new dumps, capable of handling six to eight carloads per hour, will be located there.

KANSAS

Hutchinson, Kan.—T. Klassen has opened a small mill here.

Lebanon, Kan.—C. S. Neely is the new mgr. of the Farmers Union Elvtr. Co.

Bison, Kan.—The Humburg Lumber, Grain & Supply Co. incorporated; capital stock, \$250,000.

Wetmore, Kan.—R. J. Courter has intentions of returning to the grain business and may lease a plant.

Salina, Kan.—E. L. Rickel, head of the E. L. Rickel Grain Co., is convalescing from an appendicitis operation.

Dodge City, Kan.—Extensive improvements are to be made on the Dodge City Farmers Co-operative Exchange Elvtr. soon.

Ottawa, Kan.—George B. Ross, pres. of the Ross Milling Co., was renominated for mayor of Ottawa at a recent primary election.

Stockton, Kan.—A 14,000-bu. elvtr., covered with steel siding, is in the course of construction, and O. C. Finch, the owner, will be able to put it in operation soon.

Topeka, Kan.—The Graham Products Co., incorporated; capital stock, \$50,000; incorporators, S. P. Kramer, R. E. Kramer, H. L. Graham, Sr., H. L. Graham, Jr., and O. L. Dudy.

Varner, Kan.—Fred Burns, sec'y of the Consolidated Flour Mills Co., states that the company will replace its elvtr., which was destroyed by fire recently, in time for the new crop.

Plymouth, Kan.—I have just completed a new elvtr. with Globe Dump, 4-bu. Richardson Scale, manlift, corn sheller and a No. 9 Rowshar Feed Mill.—J. D. Collins, proprietor, J. D. Collins Grain Co.

Hutchinson, Kan.—Leonard Ayres, former mgr. of the Central Grain & Laboratories Co., has moved to Huntington, W. Va., to become the representative of the Consolidated Flour Mills Co. in that territory.

Topeka, Kan.—The 1926 officers of the Board of Trade are: E. B. Sewell, pres.; L. E. Howard, vice-pres.; C. J. Parker, sec'y; and E. J. Smiley, treas. The directors are T. J. Myers, David A. Page, J. M. Blair, F. A. Derby, L. C. Grub, C. L. Parker, and E. J. Smiley.

Gordon, Kan.—I have bot the elvtr. of the J. D. Chalfant Grain Co. and will operate it from Douglas.—L. D. Brandt.

Wichita, Kan.—H. E. Wiley of South Haven, his wife, Leora Wiley, and his mother, Mrs. Emma Wiley of Corbin, have bot the S. P. Wallingford Grain Corp. of this city. Mr. Wallingford will retain his elvtr., tho. He will devote most of his time hereafter to his extensive oil interests. R. L. Dunmire, sales mgr. of the concern for the past 2½ years, will continue in that capacity.

Fort Scott, Kan.—The cause of the fire which destroyed our elvtr. recently was a pulley which had slipped against the leg but was set back in place and tightened down as much as possible. On account of rush work we had not looked at it for a week. It is presumed that this pulley slipped again and caused the fire. We will probably rebuild some time during the summer months.—Mead Grain Co.

KENTUCKY

Glasgow, Ky.—J. Ford has succeeded E. M. Walker as mgr. of the Farmers Supply Co. Mr. Walker is now the state mgr. of a fertilizer company.—C.

Louisville, Ky.—Frank M. Hartwell lost his wife recently. He has been seriously ill himself for some time. Mr. Hartwell is a retired pres. of H. Verhoeff & Co., grain dealers. Mrs. Hartwell was a daughter of the founder of the concern.

Ashland, Ky.—Joseph O. Mathewson, pres. of the Ashland Milling Co. and an outstanding figure in the civic activities of this city, died recently. Mr. Mathewson was 55 years of age. His death was caused by a severe case of pneumonia followed by an operation for acute appendicitis.

LOUISIANA

Lake Charles, La.—The contract for the erection of a mill for the Lake Charles Milling Co. has been awarded to P. O. Oliver & Sen, Inc. The installation of machinery and equipment will be done by the Southern Construction & Mill Supply Co.

New Orleans, La.—We are indebted to H. S. Herring, sec'y and treas. of the Board of Trade, for a copy of the 43rd Annual Report of that organization. The book was compiled by Mr. Herring and contains the reports of officers and com'tes, statistical reviews of grain quotations, commodity exports from New Orleans to foreign ports, lists of the steamship lines entering and leaving the port of New Orleans, and a list of full members and associate members. Statistics concerning bank clearances, commerce of the port, grain and flour production and sales, postal receipts, railroad receipts, and also a general trade review, are other important features of the book.

MARYLAND

Baltimore, Md.—Richard J. Biggs, member of the Chamber of Commerce and pres. of Richard J. Biggs & Co., commission merchants, died here recently.

Baltimore, Md.—The estate of Lewis J. Lederer was appraised at \$620,412.45 in the Orphans Court recently. Mr. Lederer was senior member of the firm of Lederer Bros. and was killed by an auto last November.

Baltimore, Md.—The personality of the late Robert Ramsey, who was burned to death in a fire at his home on Jan. 24, has been appraised at \$491,546.57. Mr. Ramsey was chairman of the differential com'te of the Chamber of Commerce. All of his property was left to his widow and children.

MICHIGAN

Utica, Mich.—Auburn Heights Lumber & Coal Co., incorporated at \$50,000, has succeeded Church & Church and will carry on a grain, lumber and fuel business.

Plainwell, Mich.—Lynn Johnson, formerly of Kalamazoo, has opened a feed mill here and will install new machinery in addition to that which he brot from his Kalamazoo mill.

Brooklyn, Mich.—We are making plans for rebuilding our factory and crib which burned recently, and work will begin without delay.—E. F. Horning, sec'y, The Hart & Howell Co.

Moore Park, Mich.—The elvtr. of F. L. Gill was destroyed by fire on March 15.

Grand Rapids, Mich.—The Lewellyn Bean Co. is considering the establishment of a bean elvtr. at Owosso and has been negotiating with Sturtevant & Blood for the purchase of the Armour Bldg. Completion of the deal is expected shortly.

Grand Blanc, Mich.—The entire business district was threatened by a fire which destroyed the Grand Blanc Co-op. Elvtr. and an adjoining storage house. The loss was estimated at \$12,000 with \$9,000 insurance. One thousand bus. of wheat, 500 bus. of corn and a small quantity of flour was destroyed.

MINNESOTA

Audubon, Minn.—The Monarch Elvtr. Co.'s elvtr. was slightly damaged by fire recently.

Bowlus, Minn.—The Bowlus Grain Co. plant was destroyed by fire recently with a loss estimated at \$17,000.

Hoffman, Minn.—S. B. Coyle, formerly of Detroit, Minn., is now managing the J. J. Lang Elvtr. here.—R. M. Lang.

Herman, Minn.—The new 40,000-bu. elvtr. of the Herman Market Co. was completed recently by the Hickok Construction Co.

Wabasha, Minn.—The R. E. Jones Co. is moving its machinery here from its elvtr. which is being torn down at Alma, Wis.

Lakefield, Minn.—The Farmers Co-op. Ass'n incorporated; capital stock, \$70,000; incorporators, Wm. Torsden, G. W. Neitzel, J. J. Janasko, Gust Milbrath et al.

Kennedy, Minn.—August Everett, proprietor of the Kennedy Grain & Supply Co., bot a 350-bu. Cylinder cleaner which was on display at the Grand Forks grain dealers convention.

Danvers, Minn.—The Atlas Elvtr. Co. is changing its power over from engines to Fairbanks-Morse enclosed type motors. They will have one 2-h. p. and one 7½-h. p. motor. T. E. Ibberson is doing the work.

Bowlus, Minn.—Work will begin Apr. 1 on a 25,000-bu. elvtr. for the Belgrade Flour Mill Co. to replace the plant which burned Oct. 14, 1925. The house is to have 12 bins, one leg, will be iron clad, and will be equipped with a Richardson Automatic Scale, Strong-Scott Dump and a Fairbanks Scale. T. E. Ibberson is doing the work.

Chokio, Minn.—A 50,000-bu. iron clad, cribbed elvtr. has been built for the Farmers Elvtr. Co. by the Hickok Construction Co. The elvtr. has 21 bins, two legs, two 7½-h.p., one 5-h.p. and one 2-h.p. Fairbanks-Morse enclosed motors, a Fairbanks 10-ton 26-ft. dump scale, Fairbanks 2,000 bu. hourly automatic scale, Fairbanks coal scale, a disc wheat cleaner and a flax scalper.

East Grand Forks, Minn.—We are considering remodeling our present modern plant to accommodate new seed cleaning equipment. A new boot, a double leg, and new spouting will also be some of the improvements made in the handling equipment. Six of the largest bins will be divided to make 12 bins, each having a one-carload capacity.—C. W. Haas, mgr., Farmers Elvtr.

Duluth, Minn.—Walter Turle, 67, pres. of Turle & Co. since 1885, died at Winter Park, Fla., Mar. 18. Mr. Turle was the oldest member of the Board of Trade in point of service. He taught school in England, managed a gold mine in California, was a cowboy in Wyoming and became associated with his brother Robert in the grain business on the New York Produce Exchange. In 1885 he went to Duluth and established his firm. He was a strong supporter of the County Humane Society and other charities. He had gone to Florida several months ago with his daughter, Penelope, to recover from an illness. The funeral services were held at Orlando, Fla. He is survived by his wife, daughter and one son, Walter, of Chicago, Ill.

MINNEAPOLIS LETTER.

Ralph W. Scroggins, 36, for the past ten years sec'y of the Scroggins Grain Co., passed away recently.

St. Louis Park, Minn.—The Commander Milling Co. is replacing its motors with 300-h.p. and 200-h.p. Fairbanks-Morse Semi-Diesel Engines.

The Monarch Elvtr. Co. has had its steam power taken out and a 240-h.p. Fairbanks-Morse Full Diesel Engine installed by James H. Brown & Co.

A 240-h.p. Fairbanks-Morse Full Diesel Engine has been installed in the Shoreham Elvtr. Co.'s elvtr. by James H. Brown & Co., replacing a steam engine.

The Minneapolis Milling Co. has had a 360-h.p. Fairbanks-Morse Full Diesel Engine installed in its flour mill by James H. Brown & Co. A new power house has also been built.

The Northwestern Grain Marketing Co. elected S. M. Arneson of McLaughlin, S. D., as pres.; James A. Meed, Glentana, Mont., first vice-pres.; Frank Linha, Minot, N. D., second vice-pres.; and E. Houston of this city, as sec'y and treas. The company aims to federate the farmers' elvtrs. in Minnesota, Montana, North Dakota, and South Dakota. The pres. of the company was authorized to apply for membership in the Minneapolis Chamber of Commerce and the Duluth Board of Trade.

MISSOURI

Pattonsburg, Mo.—Frank Reed is the new mgr. of the Pattonsburg Grain & Produce Co.

St. Joseph, Mo.—Robert B. Clark is the present mgr. of the Aunt Jemima branch of the Quaker Oats Co. C. L. Scholl is mgr. of the grain dept.

Koshkonong, Mo.—Charles Chastain and Mr. Holsapple have formed a partnership. An addition is being built to their mill so that they can carry on a feed business.

Catawissa, Mo.—A co-operative marketing ass'n has been organized and an elvtr. purchased by the farmers in this vicinity. John G. Lynch is pres. of the new company.

Rush Hill, Mo.—The Rush Hill Elvtr. Co. was granted a dissolution order in the circuit court recently. The petitioners gave "insufficient business to warrant continuance" as the reason for dissolving.—F.

Joplin, Mo.—Reding's Mill, incorporated; capital stock, \$100,000; incorporators, C. D. Christman, J. M. Leonard, W. A. Kirkpatrick and A. O. Wheeler, all of Pittsburg, Kan. Grover C. James is attorney for the concern.—P.

Springfield, Mo.—Homer H. McDowell has succeeded Andrew J. Duddy as state grain inspector here. Mr. McDowell was the grain inspector at Kansas City for the past two years and was stationed at St. Louis for the three years previous to that.

Independence, Mo.—According to J. A. Becker, a member of the bondholders' com'te of the Good-Morn Products Co., the bondholders who bot the assets of the company may reincorporate as the Independence Milling Co. with a capital stock of about \$30,000.

Springfield, Mo.—A. B. Harriman, owner of a number of grain elevators in northern Missouri, formerly of Columbia, has bot an interest in the E. B. Evans Feed & Seed Co. here. Mr. Harriman, who has been in the grain business for the past 30 years, will take over the active management of the company.

St. Joseph, Mo.—We are indebted to N. K. Thomas, sec'y of the St. Joseph Grain Exchange, for a copy of the Annual Statistical Report. This book contains a list of the grain and milling firms on the exchange, local elvtr. and mill capacities, production of mills and industries, receipts and shipments of grain, and reports of inspections of carload grain.

St. Joseph, Mo.—A jury in the federal court found George W. Carter, pres. of the Carter-Williams Grain & Coal Co., guilty of conspiracy to defraud creditors and he was sentenced by Judge Merrill E. Otis to one year and a day in the penitentiary and a fine of \$2,000. Miss Hester Murray, sec'y of the company, was fined \$25 on the same charge. The Carter-Williams Grain & Coal Co. went into bankruptcy two years ago, declaring assets of only \$117.76.

Jefferson City, Mo.—The Supreme Court decided against the state in its suit against James T. Bradshaw of Kansas City, former state warehouse commissioner. The state attempted to recover \$13,933 in fees which it alleged Bradshaw paid out to his men illegally. He was charged with failure to turn over the state fees he had collected on Sundays, which he admitted he gave to his men for working on Sundays, but evidence showed that anything over the amount due his men, Bradshaw turned over to the state. The court stated that the only misdeed he could be charged with would be unofficial inspections, but that he was not guilty of the state's charges.

Odessa, Mo.—I am the new proprietor of the J. C. Cobb Elvtr. and Feed Store here. J. P. Leslie is to remain as mgr.—S. R. Schmutz.

Republic, Mo.—W. L. Massey and J. K. Woodfill have bot the mill, office building and its contents, the grain elvtr. and an acre of land belonging to the Rea-Patterson Milling Co. This sale disposes of the remainder of the Rea-Patterson properties here as its other holdings were purchased recently by the Producers Ice & Mfg. Co. for storage purposes. The headquarters of the Rea-Patterson Milling Co. are in Coffeyville, Kan.

KANSAS CITY LETTER.

J. G. Burress died at La Crosse, Kan., on March 8. He formerly traveled for Kansas City grain companies.

The Merchants Exchange membership owned by John Anderson of Rhineland has been posted for sale or cancellation.

Charles Beck, owner of the Beck Feed Co. of St. Louis died recently. Mr. Beck was a pioneer feed merchant in this section.

W. E. White has applied for membership in the Board of Trade on a transfer from W. W. Leeds. No consideration is involved.

J. H. Martin, mgr. of Simonds-Shields-Lonsdale Grain Co. cash grain dept., was elected a member of the Board of Trade Mar. 16.

Lamson Bros. & Co. have leased space on the ground floor of the new Board of Trade Bldg. and will move there about May 1. Grain, stock and cotton market quotations will be furnished the customers in the new quarters. B. L. Hargis is the local mgr.

Rosedale, Kan.—Arrangements are practically concluded with the Uhlman Grain Co. at Kansas City for construction of additional storage space for 1,000,000 bus. at the M-K-T Elvtr. here.—Z. G. Hopkins, mgr., Dept. of Public Relations, Missouri-Kansas-Texas Lines.

A new grain drier and handling house costing about \$500,000 is being added to the Missouri-Kansas Elvtr., owned by the Missouri Pacific R. R. and operated by the Hall-Baker Grain Co. The addition will bring the storage capacity of the elvtr. to 3,100,000 bus. The improvements will be completed about July 1. The local Chicago Great Western R. R. Elvtr., holding 1,000,000 bus. of grain, is also operated by the Hall-Baker Grain Co. The construction of the addition is being done by Folwell Ahlskog Co. of Chicago.

Properties of the Larabee Flour Mills Corp. included in the sale of that corporation to the B. B. Sheffield interests of Minneapolis, which was concluded recently, are: St. Joseph Mills, 6,000 bbls.; Aetna Mills, Wellington, Kan., 1,500 bbls.; Hutchinson, Kan., Mills, 2,500 bbls.; Clinton, Mo., Mills, 1,200 bbls.; Excelsior Flour Mills, Marysville, Kan., 600 bbls.; Kaw Flour Mills Corp., Topeka, Kan., 1,200 bbls. In addition to elvtrs. owned by the Sheffield Elvtr. Co. and the Commander Elvtr. Co., having a combined storage capacity of over 5,000,000 bus., the properties controlled by the Sheffield interests include the Minneapolis Milling Co., Minneapolis, 3,000 bbls.; Commander Milling Co., Minneapolis, 3,000 bbls.; Empire Milling Co., Jamesville, Minn., 1,400 bbls.; Commander Milling Co., Stillwater, Minn., 900 bbls.; Big Diamond Mills Co., Morristown, Minn., 1,300 bbls.; and the Big Diamond Mills Co., Madelia, Minn., 700 bbls. The Larabee company is the largest milling corporation in the Southwest and is valued at over \$6,000,000. The deal was the outgrowth of many merger proposals that have been made by and with Southwestern and Northwestern milling companies for the past few months. A total of 26,000 bbls. daily flour capacity and 10,000,000 bus. of grain storage space is included in the combined capacity of the Larabee and Sheffield companies. The Larabee corporation headquarters will continue here under the management of F. C. Kath and L. A. Arneson. Associated with B. B. Sheffield in the ownership of six northwestern mills and several elvtrs. are: F. W. Clifford, founder and formerly connected with the Cream of Wheat Co.; W. A. and W. D. Gregory of Gregory, Jennison & Co. of Duluth, W. D. Gregory, also being pres. of the Duluth Universal Milling Co. of Duluth; W. J. Russell and W. H. Sudduth, who have both been very active in the B. B. Sheffield interests. B. B. Sheffield will be pres. of the Larabee Flour Mills Corp. and also of the Commander Corp., which will be the holding company for the Sheffield and Larabee interests. W. H. Sudduth will be first vice-pres. of both companies.—P.

We are indebted to W. R. Scott, sec'y and transportation commissioner of the Board of Trade, for a copy of the annual statistical report issued by the Board of Trade and containing crop statements, elvtr. statistics, receipts, range of prices during the year, and a roll of the members.

ST. LOUIS LETTER.

Wilbur B. Christian is now connected with the Von Rump Grain Co. He was formerly with the Feed Marketing Co.

Angus A. Clark, former mgr. of the St. Louis Grain Clearing House Co., is now connected with Ichtertz & Watson, commission merchants.

A new broadcasting booth is being installed on the main floor of the Merchants Exchange for the improvement of the broadcasting of market quotations over KMOX, "The Voice of St. Louis."

On account of the steady increase in the business of the Marshall Hall Grain Co., the handling facilities of the Burlington Elvtr., which the company owns and operates, are at present inadequate, therefore we are making extensive alterations which will very materially increase the handling capacity of the elvtr. The receiving and shipping accommodations will be greatly enhanced by the addition of two legs, each with 14,000 bus. capacity, and also by increasing the handling capacity of the eight old legs to 9,000 bus. each. We will install conveyor belts that will reach either of three legs, instead of only one leg as heretofore. A dipper and a cleaner are also being put in. Our power equipment will be increased about 200%, as we will install some large transformers and twelve large new motors. Folwell-Ahlskog Co. has been awarded the contract and work has been in progress for the past thirty days or more and will be completed prior to June 1, at which time the Marshall Hall Grain Corporation will take over the elvtr. and will begin doing business. There will be few if any changes in the operating personnel of the company.—W. T. Brooking, pres., Marshall Hall Grain Corporation.

NEBRASKA

Colon, Neb.—John Surber, mgr. of the Nye & Jenks Elvtr. at Filley, has been transferred here.

Dix, Neb.—The local Wyoming Mill & Elvtr. Co. Elvtr. is now operated by Persson & Williamson.

Elkhorn, Neb.—The Blackburn Milling Co. will install a 120-h.p. full diesel oil engine in its plant here.

Verdon, Neb.—Fire totally destroyed the Verdon Mill & Elvtr. Co. plant with an estimated loss of \$20,000.

Adams, Neb.—The stockholders of the Farmers Elvtr. Co. voted not to buy the Nye & Jenks Elvtr. here, which had been offered to them.

Hickman, Neb.—The Judah Grain Co. elvtr. was destroyed by fire on March 8 with a loss of \$8,000, which was partially covered by insurance.

Blair, Neb.—The Blair Milling & Grain Co., of which P. C. Sorenson is the owner, is installing new machinery. The mill will have five reductions using 9x18 rolls and three breaks.

West Point, Neb.—F. D. Sharrar, mgr. of the Farmers Union Elvtr., died recently.

Beaver City, Neb.—A. W. Bly, R. M. Edwards, W. T. Kelley and M. C. Shafer have bot the Farmers Elvtr., which has been idle during the past year. It will be remodeled early in the spring.

Steinauer, Neb.—The Steinauer Flour Mills has been bot from the Berry Land Co. of Logan by Charles Scroff, the original owner of the property, which has changed hands four times in the past two years.

Stromsburg, Neb.—Sterling Laurie, bookkeeper of the Aurora Elvtr. Co., has been appointed mgr. of the Stromsburg Elvtr. Co. and will take charge April 21. Neither Mr. Laurie's successor nor Herman Collett's successor has been appointed. Mr. Collett's resignation as mgr. takes effect April 1.

Aurora, Neb.—The board of directors of the Aurora Elvtr. Co. chose Fred Hansen to succeed H. F. Collett as mgr. of the local elvtr. Mr. Hansen has been mgr. of the Farmers Elvtr. Co. at Sutton. Henry Bolen will succeed Sterling Laurie as bookkeeper. Mr. Laurie will be mgr. of the Stromsburg Farmers Elvtr. Co.

OMAHA LETTER.

Council Bluffs, Ia.—Fire slightly damaged the Flanley Elvtr. recently.

Council Bluffs, Ia.—An addition, consisting of more storage tanks and enlargement of the working house, will be built on to the 1,250,000-bu. Rock Island Elvtr. A large, modern purifying and drying plant will also be constructed. The plant will be operated by the Trans-Mississippi Grain Co., as heretofore. The elvtr. owned and operated by this company, which was destroyed by fire on Feb. 20, will not be rebuilt.

NEW ENGLAND

Lowell, Mass.—A voluntary petition in bankruptcy was filed by Edward H. Foye, dealer in hay and grain; liabilities \$25,000, assets \$972.

Boston, Mass.—Allan H. Sturges, vice pres. of the Liberty Trust Co., applied for associate membership in the Grain & Flour Exchange.

Somerville, Mass.—Robbers broke open the safe and stole more than \$300 in cash from Sands, Taylor & Wood Co., flour and grain dealers.—S.

Gardner, Mass.—Several weeks ago the city paid Fred M. Swartz \$26,681 for the Potter Grain Co. building in order to remove it to facilitate street improvements.

Sebag Lake, Me.—Frederick E. Smith, member of the firm of Whitney & Smith, died at his home in Gorham, at the age of 74. He is survived by his wife and two daughters.—S.

Boston, Mass.—Barnett Faroll of Faroll Bros., Chicago and New York, has applied for active membership in the Flour & Grain Exchange, and Jacob B. Ham of J. B. Ham & Co., Lewiston, Me., has applied for an associate membership.

Southington, Conn.—Clarence A. Cowles, who purchased the Edge Tool Factory building last fall, is making extensive alterations and improvements in the building in preparation for an expansion of his business. He plans to have the largest grain plant in this section of the state.

Boston, Mass.—A committee to promote the grain and feed business in the New England states was organized on March 16 by grain and feed dealers of Boston who are members of the Grain & Flour Exchange. Plans have been made to increase the number of New England dealers who are associate members of the Exchange in order to get more co-operation among the dealers on legislative and other matters concerning the grain and feed trade.

NEW YORK

Buffalo, N. Y.—Henry A. Smith, pres. of the Smith-Ward Co., is recovering from a severe attack of pneumonia.

Lyndonville, N. Y.—E. C. Reimer, owner of the Lyndonville Roller Mills, bot the Yates Milling Co. in order to enlarge his wheat and feed storage.

Albion, N. Y.—Martin W. Tilden, 91, one of the largest grain operators in western New York, died recently. He had headquarters here and at Knowlesville.

When Selling

CORN or OATS

Wire

SIMONDS-SHIELDS-LONSDALE

Grain Company

KANSAS CITY, MISSOURI

Kansas City is the logical market for your corn at this time. Please phone or wire us for bids, our prices will be attractive.

Operators of the Milwaukee and Rock Island Elevators—total capacity 5,500,000 bushels.

Depauville, N. Y.—The mill belonging to the Byron Fox estate was totally destroyed by fire.

Clymer, N. Y.—Bennick & Neckers, operating the J. H. Kirby mill, suffered a loss of about \$15,000 when the mill burned recently. No decision has been made about rebuilding.

Victor, N. Y.—Six men luckily escaped death when the storage plant of the Victor Milling Co. collapsed because of quicksand under the tank foundations. Eleven thousand bus. of wheat were hurled from the tank and about one-half this amount was salvaged by a crew of 45 men who worked day and night to save the grain.

Buffalo, N. Y.—The contract for the foundation of the 900,000-bu. addition to the Saskatchewan Co-op. Elvtr. was awarded to the D. E. Horton Construction Co., of Buffalo, and work on same is well under way, to be completed Apr. 1. With reference to the superstructure we would say that plans and specifications for same are now out for tender and the contract will be awarded about Apr. 12. The addition will be of reinforced concrete construction, and following the same design used for tanks on the first unit. The equipment will include two cupolas and three basement conveyor belts, and also an extension to the present marine tower dock. An additional 20,000-bu. shipping leg with 2,500-bu. hopper scale and car spouting arrangement, to be installed in the present elvtr. is also included.—R. B. Chandler, C. D. Howe & Co., consulting engineers for the Saskatchewan Co-operative Elvtr. Co., Ltd.

NEW YORK LETTER.

The Continental Grain Co., with headquarters here and branches in Chicago and Minneapolis, has incorporated in the state of Delaware with a capitalization of \$1,000,000.

George B. Robinson, 84, died recently. Mr. Robinson was prominent for many years in the grain, flour and feed trade as a shipper to the West Indies. His son, George B. Robinson, Jr., is also in the grain business.

Fred J. Bomm, representing N. W. Peters & Co., has been elected to membership in the Produce Exchange. Joseph B. Schank of Schank & Field, Henry C. Zwing, representing J. P. Grant, and Charles M. Schlenker of Chas. Fairchild & Co. have also been elected members of the Produce Exchange. Harold L. Abel of the Marine Elvtr. Co. at Buffalo has applied for membership.

NORTH DAKOTA

Rohrville (Craty p. o.), N. D.—Andrew Lucken, 35, mgr. of the Woodworth Elvtr. Co. elvtr. here, died recently.

Lieth, N. D.—The Lieth Equity Exchange bot the Gerber Distributor which was displayed at the Grand Forks convention.

Honeyford, N. D.—The Honeyford Supply Co. is having the Hickok Construction Co. install a 10-ton 16-ft. Fairbanks Scale, automatic dump with steel grate, and make general repairs. The work will begin the first week in April.

Berlin, N. D.—Two Strong-Scott automatic dumps with sleigh attachments and steel grates will be installed in the elvtr. of the Berlin Equity Elvtr. & Trading Co. by the Hickok Construction Co. General repairs will also be made.

Grand Forks, N. D.—The North Dakota Wheat Growers Ass'n intends to build or lease 200 to 250 country elvtrs. in the state to take care of the wheat controlled by the 1926 wheat pool, according to announcements from the ass'n headquarters.

Sheyenne, N. D.—The Sheyenne Co-op. Elvtr. Co. will begin wrecking its present elvtr. Apr. 1. It is to be replaced by a modern 45,000-bu. iron clad elvtr. with 22 bins and two legs. The equipment includes two 7½-h.p. and one 5-h.p. three-phase enclosed type ball-bearing Fairbanks-Morse Motors, and D. P. Buckets. The plant is to be built by T. E. Ibberson.—P. A. Peterson, mgr., Sheyenne Co-op. Elvtr. Co.

Arnegard, N. D.—The Farmers Elvtr. Co. is having the Hickok Construction Co. erect a 46,000-bu. iron clad elvtr. to replace the one which burned early this year. The house has 18 bins and two legs. The equipment includes two 7½-h.p., one 5-h.p. and one 2-h.p. Fairbanks-Morse enclosed motors, one Fairbanks 10-ton 16x8 ft. dump scale, one Richardson Automatic Scale, one flax scalper and a disc cleaner.

OHIO

Covington, O.—C. R. Apple has bot a Sidney Combined Cleaner and Sheller.

Lima, O.—Business has been discontinued for one year by the Gable Hay & Grain Co.

Rudolph, O.—W. C. Stimmel is the new mgr. of the Liberty Grain Co. of this city.

Bryan, O.—The Bryan Co-operative Grain Co. installed a Sidney Combined Cracker and Grader.

London, Ohio.—F. J. Wood & Sons are dismantling the Farmers Elvtr. which they bot recently.

Yellowbud, O.—Immel Bros. Elvtr. was burned when a kerosene heater in the office exploded, at 7 a. m., Mar. 16.

Gallup, O.—The Gallup-Prentiss Co-operative Elvtr. Co. has installed a large Sidney Double Combination Cleaner.

Glenmont, O.—Reconstruction of the elvtr. here, which was burned Dec. 24, 1925, will begin April 1.—Wallie Elliott.

Chillicothe, O.—The Standard Elvtr. & Supply Co. is installing an Enterprise Utility all-steel Manlift in its elvtr. here.

Kingston, O.—New chain drag feeders and considerable other equipment has been put in for Jesse Brundage by the Sidney Grain Machinery Co.

Goodwin (Grover Hill p. o.), O.—The J. C. Harmon Co.'s elvtr. was burned Mar. 3. The fire is said to have started from a hot bearing in the cupola.

Toledo, O.—The National Biscuit Co. has purchased a controlling interest in the National Milling Co. of this city which has a 4,000-bbl. flour mill and a 1,500,000-bu. elvtr.

Toledo, O.—Grain and other materials which were salvaged from the Lake Erie Milling Co. plant which was destroyed by fire recently, are being handled by the Chicago Grain & Salvage Co.

Oakwood, O.—I recently leased the Leipsic Elvtr. to the Leipsic Grain Co. and am now managing the Sherwood Co-op. Co. C. W. Noggle is the mgr. of my former plant.—W. H. Hill, mgr., Sherwood Co-op. Co., Sherwood, O.

Loudonville, O.—Plans for a new warehouse, to be built on the site of the one which was destroyed by fire recently, are being made by the Loudonville Milling Co. The company intends to have the building of fireproof construction.

Deshler, O.—George Dull has sold the East End Elvtr., with the exception of machinery and equipment, to W. W. Aycock. It is reported that Mr. Aycock is acting for the B. & O. Railroad. Mr. Dull will remove the machinery to his elvtr. at Belmore.

OKLAHOMA

Frances, Okla.—A. D. Lester is installing a feed mill here.

Cashion, Okla.—The Pennington Grain Co., formerly the Hogan Grain Elvtr. Co., is making some improvements on its plant.

Broken Arrow, Okla.—Fire totally destroyed the plant of the Broken Arrow Grain Co. Only \$3,500 insurance was carried on the building.

Fairview, Okla.—The G. W. Johnston Grain Co. incorporated; capital stock, \$50,000; incorporators, G. W. Johnston, Ben Wohlgenemuth, and H. L. Gurwell.

El Reno, Okla.—The Canadian Mill & Elvtr. Co. was granted an extension of its corporate charter. James W. Maney, John Maney, and Henry Schafer are the incorporators. The capital stock is \$100,000.

Guthrie, Okla.—The Logan County Mill & Elvtr. Co., which bot the plant of the Gresham Flour Mills Corp., is cutting down the capacity of the plant from 1,000 bbls. to 400 bbls. The mill, however, will not be operated by the new owners until they have established clear title to it.

Muskogee, Okla.—The warehouse and main elvtr. of the Adkins Grain Co. was badly damaged by fire which was discovered at 2:30 a. m., March 6. The loss amounted to \$25,000. The warehouse was filled with feed. By the time the firemen arrived the flames had reached the elvtr. leg but were checked at the third floor. A great deal of machinery was ruined by the fire. It is believed that the fire was started by tramps who were sleeping in the warehouse. The loss was partially covered by insurance.

OREGON

Fulton, Ore.—Construction of the 30,000-bu. Fulton Elvtr. Co. warehouse has already begun and will be finished by harvest time.

Portland, Ore.—The Josephine Milling Co. incorporated; capital stock, \$25,000; incorporators, A. L. Adey, H. L. Borman, and W. H. Campbell.

PENNSYLVANIA

Scotland, Pa.—The Moses K. Horst Elvtr. was bot by Isaac Horst.

Philadelphia, Pa.—The new concrete elvtr. of the Reading Co. was opened this week and will be operated by the Philadelphia Grain Elvtr. Co. which is a subsidiary of the Reading Co. The new elvtr. has a capacity of 250,000 bus., and beginning Mar. 27 will have a storage in transit privilege, allowing the reshipment of western export grain through the Reading Co.'s Port Richmond Elvtr. O. H. Hagerman is the mgr. of the Philadelphia Grain Co.

SOUTH DAKOTA

Orient, S. D.—The Farmers Elvtr. Co. will install electric power.

Langford, S. D.—The Farmers Elvtr. Co. has installed a metal cleaner.

De Smet, S. D.—Erwin Grain Co. incorporated; capital stock, \$35,000.

Kidder, S. D.—The Farmers Equity Elvtr. Co. has installed a metal cleaner in its elvtr.

Hecla, S. D.—Estee Elvtr. Co. incorporated, capital stock \$25,000. Firm succeeds Chas. W. Estee.

Tabor, S. D.—The Farmers Co-op. Ass'n will make some improvements to its plant this season.

Zell, S. D.—The Farmers Elvtr. Co. recently bot a building to house its farm machinery business.

Aberdeen, S. D.—The Farmers Union Grain Co. has installed three metal cleaners at three of its elvtrs.

Flandreau, S. D.—Increasing grain and coal trade has compelled Wm. Duncan to erect a large office building.

Arlington, S. D.—Sheldon F. Reese, proprietor of the Reese Elvtr. Co., is installing a hammer mill in his plant here.

Aberdeen, S. D.—The Farmers Equity Exchange is installing a metal cleaner and is also putting in lightning rods.

Brinson, S. D.—The Farmers Co-op. Exchange is having all-metal disc cleaners installed in its elvtrs. here and at Burch.

Brookings, S. D.—The Farmers Shipping Ass'n is going to install a 10-ton Fairbanks Scale and a Strong-Scott Air Dump at once.—C. H. T.

Westport, S. D.—The Westport Electric & Milling Co. is planning on extensive repairs this spring, such as building additional storage, installing a Fairbanks 10-ton Scale, a Strong-Scott Air Dump and new buckets.—C. H. T.

Onida, S. D.—The contract for the erection of a 25,000-bu. elvtr. for George P. Sexauer & Son has been awarded to T. E. Ibberson & Co. and work is to begin at once. The equipment includes a 10-ton Fairbanks Scale and a Strong-Scott Air Dump.—C. H. T.

McKain (Elkton p. o.), S. D.—August W. Karstens has bot the interest of his partner in the McKain Elvtr. and is now the sole owner of the Foreman & Karsten business and property. Mr. Foreman intends to devote his time to a new bank which is being organized in Elkton.

SOUTHEAST

Talcott, W. Va.—The elvtr. of E. B. Smith was burned recently.

Birmingham, Ala.—B. F. Crabbe, sec'y and treas. of the Wood-Crabbe Grain Co., died from a heart attack on March 10. Mr. Crabbe was at his desk when the attack came and he was dead before he reached the hospital. He was 53 years old and a resident of Birmingham for 26 years. His wife, two sons and three daughters survive.

TENNESSEE

Hickman, Tenn.—A windstorm blew part of the roof off of D. D. Martin's mill.

Nashville, Tenn.—The Nashville Warehouse & Elevtr. Co. is building an addition to its plant. —Bell Grain Co.

Memphis, Tenn.—The suspension of Feb. 15, 1926, has been lifted from Frank J. Gillespie of the Gillespie-Clark Hay & Feed Co. and Mr. Gillespie is now a member in good standing.—J. B. McGinnis, sec'y, Memphis Merchants Exchange.

TEXAS

Farwell, Tex.—E. O. Billingslea, formerly of Frederick and Oklahoma City, Okla., has opened offices here.

Houston, Tex.—The hay barn of the E. C. Downman Hay & Grain Co. burned recently with a loss of \$10,000.

Wellington, Tex.—The storage room of the Shields Mill & Elevtr. Co. was burned recently. The loss was about \$1,200.

Fort Worth, Tex.—Thomas A. King, formerly associated with the Rayford Grain & Elevtr. Co., is now ass't mgr. of the Uhlmann Grain Co.

Archer City, Tex.—Our flour mill burned recently. It was about one-half insured. We will not rebuild just now.—Archer Grain Co., Charles H. Thurman and J. S. Melugin, owners.

Marshall, Tex.—The Marshall Mill & Elevtr. Co. suffered a loss of about \$5,000 because of a fire which damaged its plant. In addition grain was damaged by fire and water. The cause is said to have been a hot box in the machinery.

Houston, Tex.—Indications show that Houston will be a great grain port as soon as the \$1,000,000 grain elevtr. is completed, according to a statement made by James A. Schiller, port engineer. Steamship lines and railroads are making preparations for big grain traffic. The elevtr. will be finished in May, ready for the next crop.

Sherman, Tex.—J. Perry Burrus et al. of Dallas have bot the stock owned by Mrs. G. B. R. Smith and her son, Benjamin, of the G. B. R. Smith Milling Co. Mr. Burrus, who owns stock in many other Texas mill and elevtr. companies, is also pres. of the Burrus Mill & Elevtr. Co. of Fort Worth. J. Paul Smith, pres. of the Smith Milling Co., and Binkley Smith did not sell their stock in the company.

Marshall, Tex.—The Taylor Mill & Elevtr. Co. plant was destroyed by fire on Mar. 14. Fess Covin, mgr., said that he and another employee left the mill office about 9 p. m. of the evening before and were certain that they had extinguished the gas heater before leaving, and that they knew of nothing that could have started the fire. He estimated the damage at between \$40,000 and \$50,000. The plant contained a large amount of flour, meal and feed.

UTAH

Ogden, Utah.—The Globe Grain & Milling Co. will remodel the factory and elevtrs. of the Utah Cereal Food Co. into a warehouse. The machinery of the Utah company is being sold.

WASHINGTON

Palouse, Wash.—The Farmers of Palouse Union Co. is not operating any more.

Seattle, Wash.—The Magnolia Milling Co. has opened a fertilizer dept. and will operate it under the name of Magnolia Fertilizer Co.

Spokane, Wash.—The directors of the Pacific Northwest Grain Dealers Ass'n have decided to hold the annual meeting of the ass'n here in June but no definite date has been set.

Auburn, Wash.—The Westerfield-Daggett Co. bot out the Smith Grain & Milling Co. N. C. Westerfield is the pres. and Francis M. Daggett is the vice-pres. and gen'l mgr. Alonzo Smith, former owner of the business, will continue as treas. and local mgr.

Seattle, Wash.—The trustees of the Seattle Merchants Exchange Clearing House Ass'n have elected S. C. Armstrong, pres.; L. P. Baumann, vice-pres.; H. L. McIntyre, sec'y; and P. S. Brown, treas. The ass'n intends to open a wheat futures market here soon.

Walla Walla, Wash.—The business of the Cameron-Yenney Grain Co. has been assigned to the First National Bank of this city. Farmers in this vicinity are said to be heavy losers, according to Portland reports. Rumors have set the liabilities of the company at \$250,000 over the assets but no definite figures are available.

Seattle, Wash.—The 2,000-bbl. mill of the Seattle Flour Mills Co. is to be dismantled, as the site which is on the water front has been sold, according to the latest reports.

St. John, Wash.—A suit has been filed by the Washington Wheat Growers Ass'n against the Pacific Coast Elevtr. Co., alleging the elevtr. company shipped a smaller quantity and an inferior grade of wheat than designated by the wheat tickets delivered by the growers' ass'n, and that the difference in value was not paid for by the elevtr. company as is customary.

WISCONSIN

Quannah, Wis.—W. P. Thomas of Vernon has bot the T. L. Hughston elevtr. here.

Viroqua, Wis.—Grain was damaged recently when the building of the Fred Eckhart Co. burned.

East Ellsworth, Wis.—The Unity Exchange of the Prescott Elevtr. Co. was bot by W. J. Buckner.

Weyauwega, Wis.—Fire damaged the flour mill of the Weyauwega Milling Co. with a loss of \$8,000 to \$10,000.

Stephensville (Hortonville p. o.), Wis.—The Rubbert Feed & Saw Mill has been bot by Lloyd Lovezow and E. H. Schultze.

Superior, Wis.—Work will begin Apr. 1 on the 567,000-bu. annex to the Itasca Elevtr. at Allouez Bay. There will be 15 tanks 95 ft. high and 24 ft. in diameter with 8 interstice bins. Barnett & Record Co. is doing the construction.

Alma, Wis.—The R. E. Jones Co. elevtr. is being razed and the machinery is being moved to another elevtr. belonging to the company at Wabasha, Minn. The discontinuance of grain growing in this territory is the reason for the removal.

MILWAUKEE LETTER.

Milwaukee, Wis.—The directors of the Chamber of Commerce reappointed J. L. Bowls mgr. of the Transportation Dept. for the ensuing year.

Milwaukee, Wis.—On Apr. 5 a member of the Chamber of Commerce will be elected to fill the unexpired term of John V. Lauer, who has resigned from the board of appeals. The term ends in Apr., 1927.

Milwaukee, Wis.—Advance plans on the reconstruction of the C. M. & St. P. Elevtr. "E," which has been leased to the Armour Grain Co., call for a 1,500,000-bu. plant. Different plans have been submitted by several engineering firms, but none have been accepted. The company is now using 27 tanks which were not damaged by the fire and which have a capacity of 800,000 bus.

Milwaukee, Wis.—The following candidates were nominated for offices at the caucus of the Chamber of Commerce on March 20: for pres., W. A. Hottensen; for 1st vice pres., G. W. Kruse; for 2d vice pres., A. L. Johnstone; for sec'y & treas., H. A. Plumb; for directors, L. J. Keefe, Chas. F. Coughlin, G. H. Weschler, J. V. Lauer, A. L. Jacobs, Joseph Mueller, and J. W. Rice; for board of arbitration, C. A. Houlton, J. T. Mallon, Matt Klaser, Fred Foy, F. J. Phelan, and James Lawrie; for board of appeals regular term, A. B. Templeton, T. M. Corcoran, S. G. Courteen; unexpired term, H. H. Peterson, and J. M. Riebs.

WYOMING

Cheyenne, Wyo.—The Wyoming Mill & Elevtr. Co., Inc., has been dissolved and the different elevtrs. are being operated under the following

names: Cheyenne and Hillsdale, operated from the Cheyenne office under the name of the Cheyenne Elevtr.; Lingle, operated as the Lingle Elevtr.; Powell, operated as the A. D. Persson Elevtr. Co.; Cody, leased to the Cody Coal & Transfer Co.; Lovell, leased to Olaf Pearson, Lovell, Wyo.; Garland was leased to R. L. Gillison but it burned down about two months ago and will not be rebuilt; Dix, Neb., operated as Persson & Williamson, Dix, Neb.—J. N. Proctor, mgr., the Cheyenne Elevtr.

Court Decision Against Pool.

The district court at Chappell, Neb., decided against the Nebraska Wheat Growers Ass'n in its suit to compel growers near Chappell and Big Springs to deliver their wheat crop.

The court held the contract to be one-sided and that the pool had failed to perform its own part of the agreement, which was to store, process and sell the wheat direct to consumers. As the ass'n had failed to function, and was merely an additional marketing agent, with added expense, the court dismissed the suits and the contracts were rescinded at the expense of the ass'n. Only 875 members of the total membership of 2,800 delivered their wheat to the ass'n.

New Elevator at Limon, Colo.

At Limon, Colo., on the Union Pacific and Rock Island railroads, the Robinson Grain Co. has constructed a new ironclad studded elevator with 13,000 bus. capacity, in ten hopper-bottomed bins.

The elevator stands on a concrete foundation and has a full basement used partially for storage and partly to house machinery. The pit is waterproof.

The equipment consists of a 25-h. p. motor driving thru a chain belt two legs, one for beans, using 3½-inch cups, and the other for grain, using 5-inch cups. The same power is used for a B.-L. 99D bean cleaner and a grain cleaner. A feed grinder with separate power is installed in small building outside the elevator, where custom grinding is done.

An iron-clad, 25x90-ft. warehouse adjoins the elevator on the east. It has a rat-proof concrete floor and full concrete basement, the latter being entered with wagons by a concrete ramp.

The top floor is used chiefly for feed and flour, the basement for storing sacked beans. The capacity is ten cars for both floors. It is proposed to install an electrically operated elevator between the two floors to handle sacked products.

A Fairbanks 15-ton truck scale with self-registering beam and a truck dump are used. These are located in a drive between the office and the elevator.

In the spring the company proposes to construct considerable additional warehouse space and add another feed grinder of large capacity.

Officers of the company are H. A. Robinson, pres., and F. W. Simpson, sec'y. They have other plants at Ordway, Matheson, Simla, Calhan, Peyton and Boon. Headquarters at Colorado Springs. R. H. Baldwin is manager at Limon, at which over 400 cars of all products are handled annually.



Grain Elevator and Warehouses of Robinson Grain Co., Limon, Colo.

The New York State Canals.

Royal K. Fuller, commissioner of canals and waterways for the state of New York, in his recent report, takes an optimistic view of the increasing interest in the barge canal. He says:

To those pessimistic persons who have been viewing with alarm the loss of the grain trade to New York City, it may be interesting to show them that the tonnage in grain over the canals in New York State this year was the largest it has been since 1894, thirty-one years ago. No one who is familiar with canal conditions can seriously doubt that with increased elevator space in New York or with the use of harbor boxes for temporary storage and with more boats operating on the canal, the grain tonnage would have been largely increased.

The Buffalo shipments of grain, via the canal, consisted of 877,943 tons of through grain destined to New York and 38,498 tons to local canal ports.

The grain elevator at Gowanus unloaded 10,559,877 bus. of wheat, which was an increase over last year, and loaded out 10,736,420 bus., which was a slight decrease over the loadings of 1924. There will be some question as to why, with the greater tonnage of grain carried on the canal, the elevator did not show a greater increase. The reason for this is because this canal grain went directly to steamers on arrival at New York. It is interesting to know that compared with 1924, the grain received in New York via the railroad decreased approximately two million bushels and the grain received via canal increased more than eleven million bushels.

If the New York harbor is to handle more canal grain and be in any sense a competitor with the port of Montreal, some provision should be made for more storage space, either by additional elevators, or the only alternative that has been considered, the renting of harbor boxes during the time the elevator is filled. In 1924 and again in 1925 there was a period when the elevator was filled and in order to hold the grain trade for New York we had to elevate it for nothing and put it in harbor boxes. By this transaction we lost revenue due to the fact that we transferred something over a million bushels without charge.

I want to repeat what I said last year, that a revolving fund should be set up of not more than \$10,000 which will enable the state, in the first instance, to rent harbor boxes when storage of grain outside the elevator is necessary, such fund to be reimbursed by the elevation and storage charges.

The Gowanus Bay Elevator did not pay expenses last year. The earnings were \$131,829.46 and the payroll expenses \$126,858.74, with a maintenance and repair expense of \$33,800. If we had had harbor boxes that could have been used so a charge could have been made for elevation, we would have had very nearly an even break in the operation.

If the Gowanus Elevator were owned by private capital instead of by the state it would not be operated at a loss, for one needed improvement would be installed which would place the operation on the right side of the ledger. That improvement is the installation of a carfloat bridge so that railroad grain could

be handled thru the elevator during the winter months when navigation is closed. The state now has a great, modern elevator which is in operation not to exceed seven months in the year, while with the construction of a railroad float bridge it could be utilized for the entire twelve months. The cost for a float bridge is estimated at \$250,000, and I do not know of an investment on the canal that the state can make to better advantage.

The Oswego Elevator was accepted by the state in June, but handled no grain until October. Since that time there has been unloaded nearly one million bushels, on which the total revenue from now to May 30th will be about \$23,000 and will pay approximately one-half of the expense for the first year of operation.

There are two things which have worked against the use of the Oswego Elevator. It was not expected it would get into full use until after the new Welland Canal had been built, but it looks now as if, by another year, the elevator will exceed the expectation of those who favored it. Perhaps the thing that has worked against it to the greatest extent has been the railroad rates.

The rate from Buffalo to the seaboard is exactly the same as from Oswego to the seaboard, although the Buffalo route is a much longer haul. The Oswego Harbor and Dock Commission have petitioned the Interstate Commerce Commission for a revision of the tariff which will give the Oswego grain a differential. The state will intervene in that petition and will present reasons why there should be a lower rate from Oswego than from Buffalo. If Oswego and the state are successful it is my belief that the immediate effect will be a greater use of the Oswego elevator.

Dismemberment of Hungary by the Versailles Treaty has destroyed 60% of the market formerly covered by Hungarian millers thru the imposition of duties upon Hungarian flour by the new countries created out of the old Austro-Hungarian Empire. The situation of the Hungarian mills results purely from economic causes and is in no way indicative of decreased flour consumption.

New Elevator at Arapahoe.

A new elevator of approximately 15,000 bus. capacity was erected by the Summit Grain Co. on the U. P. R. R. at Arapahoe, Colo., in time to take in grain of the 1925 crop year.

It is cribbed, iron-clad, and contains 11 square bins, 8 of which have concrete hoppers bottoms. The pit is of concrete. One leg elevates all grain. It is driven by a 15-h.p. Fairbanks-Morse gasoline engine thru a rope drive. The same power is used to operate an Eureka Cleaner. A 10-ton truck scale is used to weigh in the grain.

This is the only elevator at Arapahoe and does a thriving business. It is protected by lightning rods. C. A. Rheem is the local manager for the Summit Grain Co., which has considerable grain property in Denver besides a line of country houses.



Summit Grain Co.'s 15,000-bu. Elevator at Arapahoe, Colo.

Reduces Tolls Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,
POPE & ECKHARDT CO.

EAD-B

When such companies as this place so strong an endorsement on any code, it is conclusive proof that it possesses real merit.

Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

Feedstuffs

Lockport, N. Y.—Fred Collins & Son have reopened their feed mill, following an extensive overhauling.

Meridian, Miss.—Fire caused considerable damage to the plant of the Royal Feed & Milling Co. on March 8.—P.

Monett, Mo.—Whitlock-Lines are installing machinery in their warehouse here for grinding feeds. A vita cereal mill has also been installed.

Alliance, Neb.—Construction of the \$15,000 cereal mill of Edw. Sitz is almost completed. A portion of the equipment has already been installed.

Minneapolis, Minn.—The Linseed By-Products Co. has been organized by R. T. Thomas and F. Bergman, formerly with the Bergman Mill Feed Co.

Santa Paula, Cal.—Whole Grain Products Co. has been organized here to manufacture whole wheat flour, corn meal, breakfast food, etc. E. S. Reuchard is manager.

Peoria, Ill.—During February Peoria received 30,640 tons of mill feed, compared with 37,620 a year ago, and shipped 700 tons compared with 240 tons in February, 1925.

Lamar, Colo.—"Vitamized with Sunshine" placed one word under the other, has been filed by Denver Alfalfa Milling & Products Co., under serial number 225,222, for alfalfa meal.

Kansas City, Mo.—Machinery has been purchased for a feed plant which will be erected on the elevator properties of the Blair Elevator Corp. Horner & Wyatt will supervise the building of the plant.

Buffalo, N. Y.—Harry J. Hannon, former mgr. of the grain and feed depts. of the Co-operative Grain League Federation Exchange, has resigned to go into business on his own account about May 1.

Los Angeles, Cal.—W. M. Wilber, a local grain man, has accepted the position as manager of the Dairymen's Feed & Supply Co., left vacant by the resignation of Howard G. Warren, who sailed for South America early this month.

Peoria, Ill.—A 25% dividend will be given stockholders of the American Milling Co. as a result of the decision at the annual meeting to change from a New Jersey to a Delaware corporation. Each stockholder will receive 5 new shares for each 4 of the old company held.

New Richmond, Wis.—The Federal Court at Superior, Wis., imposed a fine of \$100 and costs on the New Richmond Roller Mills on a charge of misbranding certain cars of middlings and thereby violating the pure foods act. The company pleaded guilty.

New York, N. Y.—A representation of a huge bass drum with the word "Drum" printed at an angle across the head, has been filed under serial number 225,765 by the Broenniman Co. to represent durum semolina used for making macaroni and as a base for stock feed.

Stuebenville, O.—An intricate design made up of interlocking representations of black rings, and bearing the words "Kasdum Scratchfood," pictures of two birds, and a monogram of the company, has been filed under serial number 224,704 to represent poultry scratch food, by Joseph Grossman, doing business as the Kasdum Co.

Cottonseed crushed during the 7 months ending Feb. 28 totaled 4,462,224 tons, against 3,756,993 tons for the same period a year ago. Cottonseed on hand at the mills on Feb. 28 was 744,296 tons, compared with 598,021 tons on Feb. 28, 1925. Cake and meal produced in that period was 2,074,697 tons,

compared with 1,720,374 during the same period a year ago.

Chicago, Ill.—The Executive Com'te of the American Feed Manufacturers Ass'n has selected French Lick Springs Hotel, French Lick, Ind., May 27, 28 and 29, as the place and time for holding the 18th annual convention of the Ass'n. Plans are under way for an interesting program, with forenoon sessions only, the afternoons to be given over to recreation.—L. F. Brown, sec'y American Feed Manufacturers Ass'n.

Milwaukee, Wis.—A call has been issued among retail feed dealers to meet in Milwaukee on Tuesday, June 22, to form a permanent organization with membership restricted to retail feed dealers. Retail feed dealers of the central northwest have been without an ass'n since the disbanding of the Illinois-Wisconsin Millers and Feed Dealers Ass'n in 1922, and the Dealers Com'te of 30 expect the proposed new organization will enjoy good membership from the start.

Philadelphia, Pa.—To conform with the rules of the U. S. Feed Distributors Ass'n, the feed trade met on the floor of the Commercial Exchange on Mar. 8 and voted adoption of "Rule VIII-Maker of feed: Durum wheat by-products, shall not be deliverable on contracts for wheat feeds unless specified," to replace section A in Rule VIII, which has heretofore read "Maker of feed. (a) A sale of feedstuffs by any miller or manufacturer shall mean goods of his own manufacture and brand unless otherwise agreed at the time of the sale."

Chicago, Ill.—Ten years ago 90% of the liquid buttermilk produced was a waste product. Today there are approximately 150 plants in the United States drying about 300,000,000 lbs. liquid buttermilk. There is no article that has heretofore been a waste product, which has been developed to such a wonderful stage of usefulness and necessity as has dried buttermilk. Any article of feed value that has proven its value in so short a time merits the support of farmers and agricultural organizations, as well as feed mixers.—S. T. Edwards & Co.

Adulteration and Misbranding.

Lamar Cotton Oil Co., Paris, Tex., shipped a quantity of cottonseed cake into the state of Colorado which was adulterated, according to an information filed by the U. S. attorney for the Eastern District of Texas. The article was labeled to contain 43% protein and 12% crude fibre. Analysis showed it to contain only 39.17% protein and 14.15% crude fibre. A plea of nolo contendere was entered and a fine of \$100 imposed.

Mutual Rendering Co., Inc., Philadelphia, Pa., shipped a quantity of poultry feed from Pennsylvania into Maryland which was alleged to be misbranded and adulterated, by the U. S. attorney for the Eastern District of Pennsylvania, in a filed information. Labels on the article alleged "Mureco Animal Products 55 Protein . . . Guaranteed Analysis Protein 55% Min." Less than 55% protein was contained in the product. A plea of guilty was entered and a fine of \$50 imposed.

Colorado Animal By-Products Manufacturing Co., Denver, Colo., shipped 20 sacks of meal scraps into Wyoming which, a libel filed by the U. S. attorney for the District of Wyoming alleged, was misbranded. Labels declared the product to contain 50% protein, 10% fat, 20% bone phosphate, 2% fibre. A lower percentage of protein was contained. The Colorado Animal By-Products Manufacturing Co. gave bond for \$130 and the article was released on the condition that it be not sold or otherwise disposed of contrary to law.

Hogan Bros., Kansas City, Mo., were alleged to have shipped 40 sacks of gray shorts into Mississippi from Missouri which were adulterated and misbranded, according to a libel filed by the U. S. attorney for the Southern District of Mississippi. Tags on the product declared "Strength Feed Wheat Gray Shorts with Ground Wheat Screenings Not to Exceed Mill Run." The invoice was for "Gray Shorts." Brown shorts had been mixed and packed with the ar-

ticle. No claimant appeared and judgment of forfeiture was entered. The product was ordered to be destroyed by the United States marshal.

All States Feed Mills, Memphis, Tenn., shipped 180 sacks of gray wheat shorts into the state of Mississippi which were adulterated and misbranded, according to a libel filed by the U. S. attorney for the Southern District of Mississippi. The article was labeled "Gray Wheat Shorts with ground wheat screenings not exceeding the mill run." Rye middlings had been mixed and packed with the article. No claimant appeared for the property. Judgment of condemnation and forfeiture was entered and the product ordered to be destroyed by the U. S. marshal.

International Vegetable Oil Co., Dallas, Tex., was alleged to have shipped 280 sacks of cottonseed cake from Dallas, Tex., into the state of Colorado. A libel filed by the U. S. attorney for the District of Colorado declared it misbranded. The labeling on the article stated it was cottonseed cake or meal and guaranteed "Protein, not less than 43.00%; ammonia, not less than 8.37%; Fat, not less than 6.00%; Fibre, not more than 12.00%." This analysis was misleading and deceived the purchaser, it was alleged. No claimant appeared and the product was ordered to be relabeled and sold by the United States marshal.

Feed Imports at 15%.

Assistant Secy' Andrews has sent advices to the Collector of Customs at Portland, Me., in regard to the import duty on specified ground feed. These state:

The Department is in receipt of a letter from the Director of the Special Agency Service inviting attention to a variance of opinion between the Acting Appraiser at Hobe, Me., and the Appraiser at New York in the classification of merchandise described by the Acting Appraiser at Hobe as ground feed which it appears was entered at the rate of 7½ per cent under paragraph 730 of the tariff act but which the appraiser at New York would return for duty at the rate of 15 per cent ad valorem.

Your acting appraiser, however, expresses the opinion that the proper rate is 10c per 100 lbs as the merchandise consisted solely of a mixture of grain and contained no oil cake meal. The department is in receipt of a letter from the Collector of Customs at New York transmitting a report from the appraiser in which he states that the merchandise under consideration is a feed consisting of oat hulls and meal and is believed to be entirely derived from oats with the exception of a slight percentage of impurities, and he accordingly expresses the opinion that the merchandise is dutiable at the rate of 15 per cent and that the entered rate of 7½ per cent under the proclamation of the President is applicable only to by-product foods obtained in the milling of wheat.

Prosecution Under Kansas Feed Law.

A shining mark was chosen by the food officials of the State of Kansas in starting the prosecution of the Pittsburg Elevator Co., Pittsburg, Kan., for alleged violation of the state laws on feedstuffs.

A. L. Scott, pres. of the Pittsburg Elevator Co., was active a few years ago in resisting the enactment of a law that would have been burdensome to dealers in feed in Kansas.

The case against his company was tried in Judge Woolley's court Mar. 8 before a jury. Altho the state put numerous witnesses on the stand and the defense but few, the state succeeded only in getting a technical conviction. The testimony of the inspectors for the state in this case was that both of the feeds in question were of good quality, the offense simply being a failure to register them, a duty which in the case of the wheat shorts would not have fallen upon the defendant if the miller, the Washburn-Crosby Milling Co., had registered the shorts as required by law.

The charges in count one were that the elevator company had neglected or failed to register with the State Board of Agriculture corn feed meal, a product of which it is claimed very little is sold in Kansas.

The charges in count two were that some wheat shorts sold by the elevator company and made by the Washburn-Crosby Milling Co. were not correctly registered with the State Board of Agriculture.

Railroads More Economical Than Canals.

Just criticism of the widely assumed economy of canal transportation is contained in the report of Col. F. S. Greene, Superintendent of Public Works of the State of New York, transmitted to the New York State Legislature by Gov. Smith. The New York State Barge Canal is coming to be regarded as a white elephant, incapable of maintaining itself and continually eating into the taxpayers' pockets. Col. Green says:

That the traffic carried on the Barge Canal has fallen short of expectations cannot be denied. The canal has a theoretical annual capacity of 20,000,000 tons. In 1919, the first year after the canal was opened thruout its length, 1,238,844 tons were floated; last season, 2,344,013 tons were carried. This increase has not been sufficient to prove the canal an economic success.

The greater part of the tonnage was bulk freight—grain, sulphur, salt, etc.—which is carried at low rates both by water and rail. A fair average rail rate on the commodities carried by canal from Buffalo to New York, the longest haul, is \$3.70 a ton.

In 1925 it cost the state \$4.51 a ton for all freight floated on the canal, regardless of the length of haul. From these figures it is evident that it would have been cheaper for the state if all the freight carried on the canal had been put on railroad cars and the state had paid the freight bills.

In the past attempts to increase canal tonnage have been confined largely to building expensive structures along the canal and at points off the canal proper. In 1911 the people approved a bond issue for this purpose amounting to \$19,800,000. Immediately thereafter different communities began scrambling for wharves and terminal buildings. The record in this office of the freight predicted—all predictions solemnly affirmed by local chambers of commerce and other organizations—when compared with the actual business done at these terminals, is enlightening and at the same time disheartening.

In connection with the Barge Canal system the state has sixty-six terminals (piers and bulkheads), at which there are fifty-three warehouses. These range in cost from a few thousands to more than \$1,500,000. During the last two years no freight was handled at forty-nine of these terminals and only five warehouses were used for canal freight.

Following the failure to increase canal tonnage, a demand arose for grain elevators; the state has built two. In spite of the rosy predictions of success made by proponents of these elevators, they have thus far been financial failures; and yet in the face of these failures there is now strong agitation for the state to build more elevators.

The two-million bushel elevator at Gowanus, completed 1922:

Cost, including changes and improvements	\$2,107,553.60
Land occupied, approximate cost	350,000.00

Capital cost	\$2,457,553.60
Annual capital charge, % of above	98,302.14
Operating expenses, 1925	160,658.74

Total capital and operating expense, 1925	\$ 258,960.88
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State received, for business done in 1925 (best in the history of this plant)	139,635.00
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Loss (exclusive of depreciation)	\$ 119,325.88
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The one-million bushel elevator at Oswego has been in service too short a time to say in fairness that it is a failure, but it is entirely proper to show its cost and earnings up to Jan. 1, 1926. During the days of agitation for the construction of this elevator it was claimed that lake steamers would be waiting at the wharf to discharge grain on or before the opening date. This elevator was ready to operate on May 16 last, but it was not until Oct. 21, 1925, that any commercial grain was handled. This was Canadian wheat, placed in the elevator for winter storage; there is now 917,000 bushels so stored.

Elevator cost	\$1,445,069.96
Land and part of pier occupied (cost approximately)	200,000.00

Capital cost	\$1,645,069.96
4% of above for 7½ months	41,126.70
Operating expense, 7½ months	90,005.85

Total cost, 7½ months	\$ 131,132.55
Received for elevating, storage, etc.	1,397.10

Loss (exclusive of depreciation, 7½ months)	\$ 129,735.45
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In view of the financial records of our present elevators, it is manifestly unfair to ask the taxpayers of the state to build more. This is a business principle that cannot be challenged.

One of the fundamental faults with the

Barge canal is ice. For 5 months out of every year it is ice-locked and unnavigable. During that period interest, insurance and wages accumulate and add to the tremendous expense borne by the state.

During the open season only certain types of craft, which are unsuited for open water navigation, can be used, due to the immovable bridges which give a clearance of only 15 feet, along the canal.

An analysis by the Bureau of Railway Economics shows it is apparent that even under the most favorable traffic conditions the cost of transportation per ton-mile through the Barge Canal would be 1.499 cents. The average rail charge for freight service in the Eastern District, where the canal is located, was only 1.104 cents in 1923. But this comparison is predicated on the most favorable conditions for canal traffic. Those which actually existed in 1923 produced a total cost of 3.481 cents per ton-mile on the canal, which was more than three times as great as the 1.104 cents of average rail charges prevailing in the Eastern District.

It is not wisdom to continue the operation of an expense which offers no hope of recompense. It is not fair to the taxpayers to place the additional burden of its upkeep on their shoulders. In the light of recorded facts it would better pay the State of New York to abandon further operation of barge canals and grain elevators.

New Concrete Elevator at Kit Carson, Colo.

On the main line of the U. P. railroad at Kit Carson, Colo., is the new concrete elevator of the Denver Elevator Co., known locally as the Kit Carson Elevator. The grain handling portion is all concrete and has room for 25,000 bus. in 6 concrete hopper-bottomed bins. The pit is of concrete and watertight.

The equipment consists of a Fairbanks, 10 h.p. gasoline engine, in a fireproof engine room, which transmits power to the single 900-bu. capacity leg thru a rope drive.

A Howe 10-ton truck scale with self-registering beam weighs the incoming grain which is dumped by a Kewanee Truck dump. A Richardson Automatic Scale weighs the grain that goes into cars for shipment.

Adjacent to the concrete elevator is a 20x60 ft. iron-clad feed warehouse on a concrete base. The floor is mouse and rat proof concrete, and the structure will store five cars of sacked products. The two-room office is iron-clad and stove-heated.

The structure was completed early last September. The first grain taken in was seven cars of wheat from Idaho.

Edw. Schneider is the local manager. C. E. Williams is the general manager over the full line of elevators, with headquarters at Denver.



Concrete Elevator at Kit Carson, Colo.

Victor, N. Y.—Judge G. F. Bodine denied an application of a Mr. Snyder complaining that the noise and vibration caused by the use of oil engines in the Victor Flour Mills, Inc., plant had caused depreciation in the value of his residence and led to illness of his wife and himself, asking prohibition of the alleged nuisance.

GRAIN TABLES DIRECT REDUCTION

Reduce any weight of grain from 600 to 6590 pounds, by 10-lb. breaks direct to bushels. The pounds are printed in heavy faced type, and the reductions to bushels are shown directly beside the corresponding number of pounds, so it is impossible to get the wrong reduction when reading. Printed from large type on card-board, size 10x12 inches, and sold only in sets as follows:

FORM 4560 DR—For reductions to bushels of 45, 48, 50, 52 and 55 pounds, and 58 pounds with dockage for dirt at 1, 2, 3 and 5 lbs. per bushel, nine tables printed on five cards. Price 50 cents.

FORM 3280 DR—For reductions to bushels of 22, 33, 35, 56, 56 with 1 lb. reduction for dirt, 63, 70, 72, 75 and 80 lbs., ten tables printed on five cards. Price 75 cents.

GRAIN DEALERS JOURNAL

305 So. La Salle St. Chicago, Ill.

Purchase and Sale Contracts

Is a double page form designed for recording contracts for the purchase and contracts for the sale of grain. Each kind of grain is entered on a page by itself so dealer may quickly total columns, and ascertain whether he is long or short.

The left hand pages are devoted to—Purchased; the column headings being: Date; From Whom; Bushels; Grade; Delivery; Price; By Whom Bt; How; and Remarks.

The right hand pages show—Sold, under which the following information is recorded: Date; To Whom; Bushels; Grade; Shipment; Price; By Whom Sold; How; and Remarks.

The book is well printed and ruled on linen ledger paper, size 8½x14 in., and contains 80 double pages. Bound in full canvas and heavy board covers. Order Form 18 P & S. Price \$3.00.

Send all orders to

GRAIN DEALERS JOURNAL

305 S. La Salle St. Chicago, Ill.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 1x6½ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19 GT. Price \$1.75.

GRAIN DEALERS JOURNAL

305 So. La Salle St. Chicago, Ill.

Seeds

Terre Haute, Ind.—The Hoermann Seed Store is succeeded by Quinlan Seed Store.

Concordia, Kans.—The Bowman Seed Co. has opened a branch store at Superior Neb.

Franklin, Ky.—The Big Four Co. has been formed here to handle various lines, including seeds.

Trenton, N. J.—Philip R. Ribsam, of M. C. Ribsam & Sons Co., seeds, died last month at the age of 36.

Bushton, Ill.—H. Z. O'Hair, a seed dealer of Coles county, is a candidate for the Illinois State Legislature.

Bowling Green, Ky.—Victor Smith has opened an establishment here in which he will handle seeds and other supplies.

Minneapolis, Minn.—Argentine shipments of flaxseed continue about 3 times as large as last year.—Archer-Daniels-Midland Co.

Tulare, S. D.—Approximately 50% of the seed to be sown around here has been first run thru a cleaner.—Siberz Bros. & Craig, Inc.

East St. Louis, Ill.—Reynolds Seed & Commission Co. has been granted permission to increase its capital stock from \$20,000 to \$50,000.

Fort Morgan, Colo.—Platte Valley Seed Co. has been incorporated here with \$50,000 capital stock, by A. F., E. M. and H. L. Galloway.

Marshall, Mo.—Robbers blew off the door of the Leonard Seed Co. safe recently, and took \$100 in cash and an undetermined amount in checks.—P.

Jerome, Ida.—A contract has been let by the Nichols Seed Co. for construction of a 60 by 125 ft. two-story warehouse and basement here to cost \$25,000.

Montgomery, Ala.—Collier-Hurst Seed Co. has started in business in the store formerly used by the Harvey Seed Co. A. J. Collier and A. W. Hurst are the partners.

Smith's Grove, Ky.—B. F. Ewing has reentered the seed and general store business. For years he was a shipper of orchard grass seed in considerable quantities.

Springfield, Ill.—The Illinois State Seed Laboratory tested a total of 1,102 samples of seed during February. Of these 103 were unsalable for seeding purposes.

Evansville, Ind.—Reports received here from seed and grain men say that the outlook for good seed corn in Indiana this year is worse than at any time since 1918.—C.

Kansas City, Mo.—Tobin & Quinn have opened a wholesale and retail seed store here. Thomas J. Tobin and Lester J. Quinn are the partners. They will deal in grass and field seeds.

Washington C. H., O.—A. B. McDonald has opened a seed store here, and will carry field, garden, and flower seeds, and poultry feeds. He was formerly with the Fayette Grain Co., of Fayette.

Imports and Exports of Seeds.

Imports and exports of seeds for January, compared with January, 1925, and for 7 months ending with January, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		EXPORTS	
	1925	1926	1925	1926
Alfalfa, lbs.	347,350	402,928	1,847,179	4,207,943
Beans, lbs.	10,307,377	7,222,258	46,290,377	41,705,516
Peas, lbs.	2,033,588	4,743,787	13,394,360	20,715,782
Clover, lbs.	7,109,797	3,827,554	26,203,629	16,147,929
Grass seeds, lbs.	1,319,391	369,319	3,321,490	2,579,537
7 mos. ending Jan.				
Alfalfa, lbs.	80,799	22,358	1,307,657	319,072
Beans, bus.	78,196	93,631	355,041	420,988
Peas, bus.	12,393	9,178	55,077	43,731
Clover, lbs.	118,336	330,410	582,343	1,320,123
Timothy, lbs.	961,426	1,857,075	4,400,685	9,270,320
Other grass seed, lbs.	468,690	631,105	3,517,967	3,626,970

Atchison, Kans.—Theodore Nass & Sons are now selling field seeds in addition to their regular lines. Part of their local office will be remodeled to take care of the new line.

Philadelphia, Pa.—"Plaza" and "Park-Green" have been filed under serial numbers 225,462-3, respectively, by the Atlantic Seed Co., Inc., to represent field seed and lawn seed mixtures.

Paris, France.—Count D'Etienne, head of Vilmorin-Andrieux & Co., died on Mar. 1. A few years ago he called on the American seed trade, and was very well known in European seed circles.

Salt Lake City, Utah.—In a meeting here on Mar. 10, seedsmen, officials of the Farm Bureau and state officials agreed on rules and regulations for the certification of Utah Grimm and Cossack alfalfa seed.

Sheridan, Wyo.—A seed house has been opened here by H. D. Watenpugh, traffic sec'y of the Sheridan Commercial Club. He was associated with Denio-Barr Milling & Grain Co. for many years.

Fort Collins, Colo.—The Fort Collins Seed Co. has purchased the stock and fixtures of the Charles McIntosh Seed Stores. Mr. McIntosh recently died and his associates had no desire to carry on the business alone.

Seattle, Wash.—A. L. Jones, of the Chas. H. Lilly Co., died late last month, at the age of 49. He is survived by his widow and family. He called on the seed trade for several years and will be missed by countless friends.

Dimmitt, Tex.—The house of the West Texas Feed & Seed Co. here was completely destroyed by fire recently. This was a branch of the Joe Hastings Seed Co. of Hereford, which is as yet undecided whether or not to rebuild.

Coffeyville, Kan.—Bandits drilled a hole through the bottom of an unlocked safe in the offices of the Square Deal Seed Co. and took 95 cents. The robbers overlooked the combination which was pasted on the dial, and also \$5 in the cash register.—P.

Minneapolis, Minn.—The annual "pow-wow" of the employees, officials and guests of Northrup, King & Co., was recently held in the company's general offices. A good program had been arranged and the evening was filled to the satisfaction of all attending.

Myton, Utah.—Directors of the Uintah Basin Seed Growers Ass'n recently met here and learned their plant handled 2,000,000 lbs. of seed during the past year. Now they are contemplating construction of a new plant with double the capacity of the present one.

Denver, Colo.—Professor Waldo Kidder of the extension department of the Colorado Agricultural College, and D. W. Thomas of the Denver Chamber of Commerce, have charge of a demonstration train of automobiles which left Denver on Mar. 8, to tour the eastern section of the state in an effort to induce farmers to plant sweet clover as a preliminary step in building up a dairy industry in that section.

Winnipeg, Man.—The Canadian Department of Agriculture will furnish 4,000 Canadian farmers with Garnet wheat this spring, at 2 bus. to a farmer, priced at \$3 per bu. This is an early ripening variety recently developed by Dominion experimental farms, which matures in 100 days, 10 days earlier than Marquis, the present staple wheat of both Canada and United States. This will prove a big factor in avoiding rust. The Department is retaining 4,000 bus. to prevent any group from obtaining control of the seed.

Huntsville, Ala.—The Southern Seedmen's Ass'n will hold its 8th annual convention here on June 24, 25 and 26. The Hotel Twickenham will be headquarters. A special car will be pro-

vided for those delegates attending that wish to go to Chicago for the annual convention of the American Seed Trade Ass'n and 2 days is allowed for this jump.—L. P. Cohen, pres., Southern Seedsmen's Ass'n.

Prince Edward Island.—The Prince Edward Island Grass Growers Ass'n will be incorporated at the coming session of the Provincial Legislature. This will be a co-operative organization to stimulate interest in growing "browntop grass seed," which is now being produced and marketed to good advantage. During 1925 approximately 400 acres were grown and this is expected to be doubled this year. First grade seed brings a price of about 90 cents per pound wholesale and so far the supply does not nearly meet the demand. Considerable quantities are shipped to United States, for use principally on golf courses, tennis lawns, etc. A cleaning and grading plant has been established at Charlottetown, equipped with United States machinery.—Edw. N. Gunsaulus, Jr., Vice Consul at Charlottetown.

Washington, D. C.—Official figures from Germany show that exports of vetch, ryegrass and timothy, and "other grass seeds" for the calendar year 1925 were larger than for the preceding year; exports of rape, red clover, alfalfa, and "white clover and other clover seeds" were smaller. Of the 3,299,200 lbs. (4,652,400 lbs. in 1924) of red clover exported from Germany, 1,249,100 lbs. went to Latvia, 567,900 to East Poland, 257,277 to the United States, 251,300 to Denmark, 180,300 to Sweden, 173,700 to Russia, 125,200 to Great Britain, 94,800 to Lithuania, and 74,300 lbs. to Estonia. Of the 2,541,500 lbs. (2,873,300 lbs. in 1924) of white clover and serradelle exported, 600,800 lbs. went to the United States, 321,000 to Great Britain, and 175,300 lbs. to Denmark. Of the 236,600 lbs. (507,500 lbs. in 1924) of alfalfa exported, 50,000 went to Denmark.—U. S. Department of Agriculture.

GRAIN DRIERS

for

**COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.**

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for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

WILLEY-ELLIS CO.

1223 S. Talman Ave., Chicago
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Louisville, Ky.—Leon P. Lewis, vice-pres. and acting pres. of the Wood-Stubbs Co., finished his term in the Kentucky legislature on the closing of that body Mar. 17. The following day he was married at Lexington to Miss Laura Breckenridge McClintock, of Lexington. Following the honeymoon Mr. and Mrs. Lewis will return to Louisville where Mr. Lewis will attend his seed business and law practice.

Home-Grown Seed Corn Produces Best Crop.

Since much seed corn is showing poor germination some growers may be tempted to import seed of known germinating quality from distant localities. Of course the first requirement in any seed is that it will grow, but it is also well to remember that corn must be adapted to its environment if a maximum crop of sound grain is to be produced.

"Climate is the chief variable responsible for adaptive changes in the corn plant," is the opinion of G. H. Stringfield, assistant agronomist at the Ohio Experiment Station. "This usually leads to disappointment when a farmer buys seed corn from a region differing measurably from his own in temperature, length of growing season, rainfall, sunshine, and wind velocity.

"No arbitrary area within which seed corn may be transferred with safety can be set. Climatic change is more important than distance. Seed has been transferred more than a hundred miles without apparent effect on yield. Often, however, a transfer of one hundred miles, especially in the direction of marked climatic change, is accompanied by a lowering of yield or quality or both."

Seed Import Bills.

Five bills are now pending in Congress to amend the Seed Import Law of August 24, 1912. They fall in 2 classes, the Gooding-Ketcham Bills (S. 2465, H. R. 7974) and the Butler-Luce Bills (S. 2743, H. R. 7974, H. R. 9307).

Staining of all imported red clover and alfalfa seed, whether adaptable for sowing in United States or not, is required in the Gooding-Ketcham Bill.

The U. S. Department of Agriculture, American Farm Bureau, National Grange, International Crop Improvement Ass'n, American Society of Agronomy and a portion of the seed trade are in favor of the Gooding-Ketcham bill and working for its passage. A section of the bill provides that the Sec'y of Agriculture give a public hearing to interested parties before determining that seed of red clover or alfalfa from any country or region is not adapted for general agricultural use in the United States, then that he shall publish his determination. Three months later staining with a red color at least 10% of the seed of each bag or package of such seed shall begin. It is the intent of the bill chiefly to mark seed with a non-defacing type of identification, the Italian red clover and African alfalfa, which have given unsatisfactory results in this country, would doubtless come to be stained red.

Willful misbranding of field, garden and flower seeds offered in interstate commerce would give the government license to seize them by admiralty proceedings, confiscate, sell and turn the proceeds over to the United States treasury. Only upon giving bond, conditioned upon not selling the seed contrary to the Act, or the laws of any state, could the owner regain possession of the condemned seed.

Under the Butler-Luce Bill the Sec'y of Agriculture would appoint an Advisory Board of 5 members, 3 of which would be executive officers of the Department of Agriculture, one a farmer and one a wholesale seed merchant, which would give hearings to interested parties. Upon their recommendation the Sec'y of Agriculture could stain or otherwise identify all foreign grown seed defined in the Act, if such action were advisable in the interests of American agriculture.

Much of the seed trade and many congressmen are gravitating to the latter bill because it is flexible without making further legislation necessary, yet would effectively identify imported seeds.

The Gooding Bill has been favorably reported out of the Senate Com'te on Agriculture. Hearings before a sub-com'te of the House Com'te on Interstate and Foreign Commerce have been held on the Ketcham and Luce Bills but no action has been taken.

In addition to the Butler-Luce Bill seedsmen, thru their trade ass'ns, are favoring an Interstate Seed Bill to require labeling of agricultural seed with full information, including the country of production; and amendments to state seed laws to include information on the label as to regions of production of domestic seed and foreign country of production.

How the bureaucrats at Washington love to regulate the merchants of the land.

Treating Oats for Smut.

The wet and dry formaldehyde and the dust treatments of seed oats for smut are explained by R. C. Thomas of the Ohio Exp. Station in a recent bulletin. The grain is spread on a clean floor or canvas, and sprinkled with a solution of 1 pint formaldehyde to 40 gallons of water. The solution is sprinkled on the grain at the rate of about three-fourths gallon to each bushel as the grain is shoveled over. Every kernel must be moistened. After treatment the grain is left in a pile and covered with a blanket or canvas for two or three hours, then spread to dry.

In the dry method, 1 pint of formaldehyde is diluted in 10 gallons of water. This is a much stronger solution and for this reason only 1 pint per bushel will be required. This may be applied with a vapor sprayer, after which the grain is covered for two hours, then spread to dry.

It is always safest to sow the grain as soon as possible after a formaldehyde treatment to avoid injury to germination.

Dust treatments, tho more expensive, are of distinct merit as the grain may be treated at any time before seeding without impairing germination. A good dust is prepared by thoroly mixing and pulverizing together 2 pounds of corrosive sublimate and 1 pound of copper sulphate or blue stone. Three ounces of this dust is enough for each bushel of grain.

Minnesota Clover Seed Production Endangered.

Of the 4 outstanding weeds of the Northwest, dodder, quack grass, Canada thistles and sow thistles, dodder is the greatest menace to the production of clover seed, and is spreading at an alarming rate. In Minnesota the greatest infestation at present is in Isanti county, and the adjoining portions of adjacent counties. Other more scattered regions have reported presence of the weed and measures are being taken by the state Department of Agriculture to enlist the farmers in a campaign for extermination of the dodder.

Minnesota produced 86,000 bus. of clover seed in 1925. Samples analyzed at the State Seed Laboratory since the first of the year have shown from 40 to 15,000 dodder seeds to each pound of clover seed. This is alarming when it is considered that one good dodder plant will destroy about one square rod of clover in a season. Dodder seed can remain in the soil from 6 to 10 years and retain its vitality and it will pass thru the animal system unharmed.

The seed law of Minnesota requires labeling of the container with purity, per cent of germination and a statement if it contains any of the mentioned 4 seeds, showing the relative number.

The state maintains a seed laboratory where it willingly tests samples free. Seed dealers can be sure of the quality of seed they sell by making use of it.

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

"B—Loss in Market Value Due to Delay in Transit.

"C—Loss in Quality Due to Delay in Transit.

"D—Loss in Market Value Due to Delay in Furnishing Cars.

"E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A.

Price, \$2.00.

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411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E.

Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 160 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

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All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Supreme Court Decisions

Proving Market Value.—Where the market value of a commodity at a given time is in issue, it may be proved by one who made inquiries of persons engaged in buying in that market at the time, and his recollection may be refreshed by concurrent memoranda.—*Golly v. Northland Elevator Co. Supreme Court of North Dakota. 207 N. W. 438.*

Injury While Opening Door of Freight Car.—Consignee, voluntarily using force to open door of freight car, after discovering that it would not move more than couple of inches without force, assumed risk of injury by fall when door yielded, and was guilty of contributory negligence, precluding recovery from railway company.—*Lancaster v. Wood. Court of Civil Appeals of Texas. 279 S. W. 503.*

Garnishment of Proceeds of Draft.—Where seller drew draft on buyer in favor of bank in which he deposited it, and attached it to B/L, such transaction amounted on face to transfer of proceeds of draft when collected to bank, and buyer, who garnished proceeds of draft, had burden of proving that title was not transferred.—*Guaranty Bank & Trust Co. v. Davis. Supreme Court of Arkansas. 279 S. W. 357.*

Federal Trade Commission.—Federal Trade Commission has no jurisdiction of commerce wholly within state in proceedings to compel discontinuance of unfair competition under Act Sept. 26, 1914, § 5 (Comp. St. § 8836e), because of limitations of powers of Congress, and not because of decisions of state courts.—*Hills Bros. v. Federal Trade Commission. U. S. Circuit Court of Appeals. 9 Fed. (2d) 481.*

Buyer Responsible for Failure of His Bank.—In action by shipper for value of flour sold defendant, where defendant's bank, through which he paid draft, became insolvent before plaintiff received payment, instruction to find for plaintiff, if shipment was made pursuant to written order, making buyer responsible for final payment, if he designates bank through which draft was to be presented, was proper.—*Bowen-Oglesby Milling Co. v. Hall. Supreme Court of Arkansas. 279 S. W. 374.*

Invalid Clause in Pooling Contract.—That provision of Act No. 57 of 1922, § 17 (c), relating to co-operative associations, that it shall be conclusively presumed that products produced on the land of a member are products of such member, subject to marketing contract, is unconstitutional as attempting to deprive tenants under share contract of their property in cotton raised without due process of law, in contravention of Fed. Const. Amend. 14.—*Louisiana Farm Bureau Cotton Growers Ass'n v. Clark. Supreme Court of Louisiana. 107 South. 115.*

Failure to Remove Machinery on Termination of Lease of Building.—Lessee of flour mill, having right to remove roller mill, installed therein at termination of lease, in permitting mill to remain on premises after cancellation of lease by waiving right of removal, lost right by laches to enter and remove it, and neither he nor his assignee has claim against lessor or latter's grantee, purchasing without notice of lessee's rights therein, to recover the mill or value thereof.—*Anglo-American Mill Co. v. Wisconsin Hydro Electric Co. Supreme Court of Wisconsin. 207 N. W. 276.*

Void Attachment of Interstate Shipment.—Where interstate shipment of hay was attached by creditor of shipper while in possession of railroad, and after shipper had sold B/L with draft on consignee attached to plaintiff bank, such attachment was void under Barnes' Federal Code, § 8000 (U. S. Comp. St. § 8604f),

relative to attachment or levy on goods for which order bill issued. Shipper of interstate shipment of hay, by selling and indorsing B/L, with sight draft on consignee attached, to bank, transferred title to hay and possession thereof to bank.—*First Nat. Bank of Roswell v. McClain, Adams & Co. Court of Civil Appeals of Texas. 279 S. W. 614.*

Recovery of Freight Rate on Account of Depreciation of Currency.—Where shippers from Canada into United States, under Bs/L calling for payment of freight in dollars, without protest paid joint freight rates to terminal carriers, who in turn paid part of freight so collected to Canadian carriers, held, shippers could not thereafter, on theory that Canadian carriers, instead of being paid in money of the United States, should have been paid in Canadian money or exchange, which was at some 15 per cent depreciation, require carrier collecting charges to account for such 15 per cent.—*New York & Penn Co. v. Davis, Director-General. U. S. Circuit Court of Appeals. 9 Fed. (2d) 911.*

Barley grades in process of formulation by the U. S. Department of Agriculture, when tentatively published are likely to be vigorously attacked by the "wets" unless the standards provide for what was known as "brewing barley."

Railroad Claims Situation Improved.

With the very low ratio to gross freight revenue of about 0.84%, freight claim payments for the year 1925 add impressive testimony to the efficiency with which transportation was conducted. Estimated at \$38,000,000, the total amount of claims paid was approximately eight million dollars or 17% less than in 1924. The number of claims presented was reduced to approximately 2,420,000 from 2,498,790 in 1924, and the number of claims pending dropped from 228,659 at the close of 1924, to approximately 200,000 at the close of 1925.

Moreover, claims were put thru in record time, about 69% having been adjusted within 30 days of presentation, and 88% in 90 days. Had many claimants supported their claims in better shape when presented, and furnished evidence more promptly when requested, even this record would have been surpassed.

It also appears from a survey made during the year that differences which are bound to arise over the settlement of claims are comparatively few and far between; that not more than one-half of one per cent of the number of claims presented ever reach the courts and probably over half of these cases are amicably settled without going to trial.

It is worth noting that for each million ton-miles of revenue service performed in 1914, \$116.78 was spent for freight loss and damage, \$292.06 in 1920, and in 1925, despite the fact that commodity prices were from 50 to 60 per cent higher than in 1914, only about \$92.68 was paid in claims. Average claim payments per revenue car loaded have also come down from \$2.65 for 1920 to 74 cents for 1925. Of course, claim payments are not allocated to the traffic period, but considering the promptness with which claims are settled these figures indicate the trend with fair accuracy.—C. D. Morris, ass't to the Chairman, Western Railways Com'te on Public Relations.

Grain Claims Bureau, Inc.

19 So. La Salle St. Chicago, Ill.

Audits for purpose of recovering your freight claim losses will cost you nothing. We will not fail to fully protect your interests. Our charges will never exceed 33⅓% of amount recovered; frequently less. We would like to serve YOU.

W. S. BRAUDT. HARRY J. BERMAN.
Pres. and Treas. General Counsel

Grain Carriers

West Superior, Wis.—The ice is 29 inches thick in the harbor and navigation is expected to open three weeks later than usual.

Vancouver, B. C.—The Japanese order to increase the wheat tariff equal to 37 cents per bu. to be effective on Apr. 1, has struck a heavy blow to Vancouver shipments for the Orient.

Omaha, Neb.—Suspension of Lelands tariff to Texas points whereby rates on grain would be nearly doubled from Nebraska to points in Texas, has been secured by the Omaha Grain Exchange traffic department.

Montreal, Que.—W. H. Coverdale, pres. of the Canada Steamship Co., has formally announced that the merger of the Canada Steamship Lines with the Great Lakes Navigation Co. and the George Hall Coal Co., has been completed and agreements signed.

Midwest shippers rallied for a last fight against the Gooding long and short haul bill, which would prevent railroads from meeting water competition and making low rates to the Pacific Coast to compete with Panama canal traffic. The bill was scheduled for a vote in the Senate on Mar. 24.

Grain and grain products were loaded into 40,254 cars during the week ending Mar. 6, an increase of 438 cars over the week previous, but 3,966 cars under the same week in 1925. In the Western districts alone the loadings totaled 24,176 cars, a decrease of 5,202 cars under the corresponding week last year.—American Railway Ass'n.

Kansas City, Mo.—A Railroad Consolidation Com'te, composed of Harry J. Smith, chairman; J. S. Hart, B. L. Hargis, W. C. Goffe, and R. A. Jeanneret, has been appointed by Pres. L. A. Fuller, with the approval of the directors, to keep in touch with consolidation and merging activities of the railroads in which the Kansas City Board of Trade is interested.

Kansas City, Mo.—Final hearing on preferential rates on grain for export thru Galveston was completed here last week. The Interstate Commerce decision of last August which gave Galveston rates 3 cents per 100 lbs. lower than New Orleans caused complaint of shipping interests at the latter port and suspension of the decision. The Kansas City Board of Trade has acted as an intervener in the interests of New Orleans, contending Galveston facilities are insufficient.

Class I railroads on Mar. 8 had 202,432 surplus freight cars in good repair and immediately available for service, according to reports of the Car Service Division of the American Railway Ass'n. This was a decrease of 5,251 cars under the number reported on Feb. 28. Surplus box cars in good repair totaled 84,135, a decrease of 3,254 within a week. Practically no car shortage is being reported.

Cochrane, Ont.—The Cochrane Board of Trade has petitioned the Board of Railway Commissioners to restore certain grain rates that were in force in 1916 over a portion of the Canadian National Railways System, formerly known as the National Transcontinental Railway, built by the government for lowering the cost of grain carriage to the Atlantic Seaboard but never used for that purpose since 1916. Under the schedule then in effect grain was carried from Western Canada to tidewater at Quebec at a rate 3 cents lower than the lake-and-rail rate to New York.

Grand Island, Neb.—The St. Joseph & Grand Island railway has applied to the Interstate Commerce Commission for permission to raise the corn rate of 3 cents to 6 cents per 100

lbs. on movement from Doniphan to Rivers and Grand Island, in conformity with the Nebraska distance scale. Grain interests in Doniphan, Grand Island and Central City have asked a hearing.

College View, Neb. — College View has been granted milling-in-transit privileges in the C. B. & Q. tariffs. Columbus has been given similar privileges on grain originating in the South Platte territory at a slight cost over the thru rate. All Nebraska lines have been granted authority to amend rules regarding stopping in transit of cars for unloading fertilizer and fertilizer materials by specifying what commodities constitute fertilizer or fertilizer materials.

I. C. C. Activities.

The Interstate Commerce Commission has suspended schedules of the C. B. & Q. railroad, which proposed to restrict transit privileges on grain and grain products at Denver, Colo., until July 8.

I. & S. docket 2539. Proposed increases on grain and grain products and class rates from Iowa and South Dakota to Colorado and Utah were found not justified and the suspended schedules were ordered canceled.

Complaint has been filed against the A. T. & S. F. et al. by the Omaha Grain Exchange, alleging undue and unreasonable advantages to St. Louis in grain and grain products rates to Council Bluffs-Omaha from points in Minnesota, South Dakota and Iowa.

The Indiana State Chamber of Commerce has intervened in finance 5232, the application of the Central Indiana railroad for permission to discontinue operation and abandon lines of railroad in Delaware, Madison, Hamilton, Boone, Montgomery, Parke and Clay counties.

Complaint has been filed against the Abilene & Southern R. R. et al. by the Southern Kansas Millers Traffic Club, alleging unjust, unreasonable and preferential rates on wheat and coarse grains and their products, from points in Southern Kansas to points in Texas. Discrimination is claimed in favor of Oklahoma millers.

I. & S. 2607 suspends supplement 22 to Leland's I. C. C. 1718 from Feb. 25 to June 20. These schedules proposed to confine maximum application of transcontinental grain and grain products rates to points in Texas intermediate to Deming, N. M., via routes authorized in Countiss' tariff IV, I. C. C. 1155, or reissues thereof, and would increase rates.

I. & S. 2603 suspends I. C. supplements 7 to I. C. C. A-8994, 5 to I. C. C. A-10120, 6 to I. C. C. A-10067, from Feb. 20 to June 20. These schedules proposed to cancel thru rates on grain and grain products, in carloads, from points on the I. C. in Illinois, Indiana, Iowa, Minnesota, Nebraska, South Dakota and Wisconsin, to destinations in Arkansas, on the J. L. C. & E., and cancel the application of transit rules at Cairo, Ill.

The Chamber of Commerce, Florence, Ala., has been granted a favorable finding by Examiner Cheseldine, in No. 16029, on grain rates from Ohio and Mississippi River crossings to Florence, Sheffield and Tusculumbia. The examiner holds the rates prejudicial, indicating a reduction to 2 and 2½¢ per 100 lbs. under the Corinth rates from the Ohio River would remove the prejudice. Rates from St. Louis to Florence should not exceed the rates to Memphis and Corinth by more than 2½¢ per 100 lbs.

Schedules published in the fourth revised page 29 to C. B. & Q. tariff, I. C. C. 15627, were suspended from Mar. 10 until July 8 by the Interstate Commerce Commission. These would have restricted transit privileges on grain and grain products at Denver, so such privileges would not apply on commodities received from points on other lines and delivered to the Burlington at various junction points in Iowa, Montana and Nebraska on and west of the Missouri River, when such commodities have had a transit privilege at Missouri River cities. They would also cancel transit privileges on grain and grain products originating at Omaha or South Omaha on the Burlington.

The rate of conversion of metallic drachmas into paper drachmas for Greek import duty payments has been raised from a 3 to 1 ratio to 4 to 1 on wheat flour, and from 4½ to 1 to a 5 to 1 ratio on wheat. The new rates were effective March 12, 1926.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. W. Galligan supplement No. 8 to Chicago Switching Com'ite tariff 20-O, I. C. C. 56, effective Apr. 10, gives facilities and rate bases within the Chicago district.

E. B. Boyd supplement 1 to Circular 1-S, I. C. C. No. A-1644, of Western Trunk Lines, effective Apr. 5, gives the rating for ground bones and feeding tankage, making the minimum weight for mixed carloads 36,000 lbs.

C. R. I. & P. supplement 1 to tariff 28675-G, I. C. C. No. C-11520, effective Apr. 14, makes numerous changes in the application of rates on grain, grain products, and articles taking same rates, in carloads, and in Sections 2, 3, 6 and 7.

A. T. & S. F. supplement 13 to tariff 5588-N, I. C. C. 10056, issued Feb. 26, suspends until June 27, Item No. 495-B and the distance rates shown as applying via Santa Fe lines only between points in Kansas also Joplin, Mo., and points in Oklahoma, found in supplement 11 to the same tariff under I. & S. 2610.

C. R. I. & P. supplement 32 to tariff 22000-H, supplement 30 to I. C. C. No. C-11168, effective Apr. 6, gives minimum weights on alfalfa meal, cottonseed hull bran, cottonseed hulls and seeds, copra cake and meal, cottonseed cake and meal, linseed cake and meal, sorghum meal, soya bean cake and meal, sugar beat meal, articles named in Item 100 of tariff, and flaxseed. Certain reductions are made in flax seed rates between certain Iowa, South Dakota and Minnesota points and Chicago, Peoria, and Minneapolis-St. Paul.

Favors Present Rates for Galveston.

In the hearing at Tulsa, Okla., by the Interstate Commerce Commission in the Galveston-New Orleans grain rate controversy, Sec'y Prouty of the Oklahoma Grain Dealers Ass'n, said:

I want to clarify if possible a wrong impression in the minds of some, namely, that to equalize gulf port rates the rates to Galveston would have to be raised to a higher level. This is not true in this case because we are not attempting to modify, change nor disturb the present export rate to Galveston. All that is being asked is permission from the Interstate Commerce Commission to grant the carriers the right to voluntarily make rates from certain sections to New Orleans for export equal to same rates in effect from the same territory to Galveston for export, particularly from Oklahoma.

The testimony introduced by the grain interests was void of unfavorable prejudice to either port from a selfish standpoint. The evidence showed special advantage to be gained by the general shipping public through equalization of export rates through either port on basis present Galveston rate.

Use of Names in Market Gossip.

The directors of the Chicago Board of Trade on March 10 gave out the following report of the Executive Com'ite, which they concurred in:

Calling attention to the fact that false and misleading reports or statements constitute violation of the present provisions of the Grain Futures Act and our rules pertaining thereto, it is recommended that that part of the regulation relating to "names" be rescinded, while the part relating to quantities remain.

That all statements carrying "names" shall be possible of absolute proof, the responsibility therefore resting with the sender.

That where brokers, firms or corporations are mentioned by name there shall not be volunteered any suggestion as to the client for whom such transactions are made.

That such information be disseminated in brokerage offices in the same manner as items of general market gossip and not by verbal pronouncement on the part of employee receiving the information. This suggestion is made with a view of maintaining a greater degree of dignity in connection with reports of operations upon the Board of Trade.

H. A. RUMSEY, Chairman Executive Com'ite.

Little Improvement in Arrival of Bad Orders at St. Louis.

The 1925 annual report of the St. Louis Merchants Exchange shows that 43,849 carloads of grain were examined during the year, from Dec. 1, 1924, to Nov. 30, 1925. Of these 2,683 were leaking at the boxes, compared with 1,977 the previous year; 64 were leaking at the end window, compared with 41; 116 were leaking over the grain door compared to 85; 231 were leaking over grain door (down) against 332; 57 were leaking thru the grain door, compared with 84; 1,080 cars arrived without seals on side doors, compared to 1,945 the previous year.

Not much improvement seems to be shown at the St. Louis market on bad order cars arriving over 1924. Comparison shows a smaller number of cars arrived leaking over grain door (down), leaking thru grain door and arriving without seals on side doors, but this is offset by an increase in the number arriving leaking at boxes, at end window and over grain door.

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CHICAGO

Insurance Notes.

In France the annual cost to each citizen for losses by fire is 75 cents, in the Netherlands 10c; but in the United States, \$5.

Insurance in two different companies on the same plant should be covered by policies reading exactly the same, to avoid controversy in case of fire.

Wellington, Ill.—A key pin on the basement shaft in Boughton Bros. elevator became so loosened that it struck the coupling at each turn of the shaft. Sparks resulted and ignited dust on the floor. The fire was put out by use of the water barrel and buckets. Practically no damage was done. The water barrel and buckets again proved their efficiency.

The National Fire Waste Council will meet on Mar. 26 to determine the winners of the 1925 National Fire Waste Contest. More than 400 cities are now entered as contestants and the proportion of returns made is larger than ever. Records of competing cities were examined by the Contest Grading Com'tee, which met on Mar. 15, composed of Geo. W. Booth, Eugene Arms and Franklin Wentworth. Trophies will be awarded at the annual meeting of the Chamber of Commerce of the United States in May.

Ohio Grain Dealers Mutual Report.

The 24th annual statement of the Ohio Grain Dealers Mutual Fire Insurance Ass'n, submitted by J. W. McCord, sec'y-treas'r for the year ending Dec. 31, 1925, shows receipts for 1925 at \$27,001.79; the total receipts from all sources, including the 1924 balance, \$51,552.91. Net losses paid during the year were \$14,355.29; total disbursements, \$22,235.79. The total net assets of the Ass'n shows a surplus of \$37,867.12. At the close of 1924 this company had 649 policies, covering \$1,785,250 in force; during the year 174 policies, covering \$512,250 were written. A total of 629 policies were in force at the close of 1925, covering \$1,791,500. The cost of insurance to policy-holders for the year equaled 35% of the schedule rate applying to each risk.

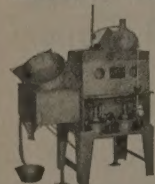
Report Millers National Insurance Co.

The 50th annual report of the Millers National Insurance Co. as of Dec. 31, 1925, submitted by Sec'y M. A. Reynolds, shows total assets of \$4,438,750.82 and total liabilities of \$2,454,923.30. The cash surplus, including the permanent fund, is \$1,983,827.52; the surplus over all liabilities, \$3,113,989.64. The total income for the year 1925 was \$2,455,082.56, made up of \$2,248,262.96 net premium and assessment income and \$206,819.60 interest on investments. Total disbursements during the year amounted to \$2,266,374.99.

The total mutual risks amount to \$40,943,807; the total cash business to \$349,101,018. The total risk for flour mills, elevators and contents, cash and mutual, is \$52,404,142, and the total general business \$37,640,663, making the total at risk, \$390,044,825. In the 50 years since organization the company has paid losses amounting to \$20,244,013.19. Losses paid during 1925 were \$1,371,607.11.

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Dust Explosions.

BY H. C. LEE OF MUTUAL FIRE PREVENTION BUREAU.

All grain and cereal dust is explosive, whether from the whole grain or from the manufactured stock. The smut from wheat is the most explosive of the grain dusts, and yellow corn dust from the first break is listed next, followed by different types of dust from all of the different parts of mills and elevators. The finer the dust the more explosive.

Explosion is nothing more or less than rapid combustion and the rapidity of combustion depends on the mixture of oxygen and carbon. Therefore, the finer the dust the more surface is exposed to the oxygen and the more rapid the combustion.

Moisture tends to retard combustion and in general damp dust will not create as great an explosive force as dry dust, or the dryer the dust the greater the explosive force. To make a grain dust that will not ignite it would require several times its weight in water. Any dust which may by any process usual to a mill or elevator be blown into the air in a cloud is highly explosive and so nearly of the same explosive qualities as the dryer dusts that no practical means has been found of preventing dust explosions through humidification of the atmosphere in this class of property.

Two conditions must occur simultaneously to produce explosion. One is an explosive mixture of dust and air, and the other is a spark or flame to ignite the dust. A rather dense cloud of dust is required to propagate flame even slowly, or to occasion the "puff" of flame which nearly every miller has experienced. It would be a very unusual condition if the air on any floor of a mill or elevator were sufficiently saturated with dust to make an explosive mixture of sufficient density to cause serious damage by the first explosion. It is the second and third explosions that cause the damage. After the first minor explosion the dust from the tops of ledges, from the floor and from every point where it has accumulated is thrown into suspension, and the warmed air and gases following the first explosion seem to create an ideal condition for the second explosion.

Ignition of the dust comes from any agent that may produce heat of sufficient intensity to ignite the dust. A static spark from a charged belt or machine will do it. A match passing through a machine, a spark from bevel gears, a fan blade striking, or a hot box or incipient blaze from any source. An electric spark from defective electrical apparatus would touch off the dust.

A clean mill is practically immune from dust explosion. Of course, the first puff may occur in the roll or a dust collector, in which case the damage will be small if there is no large accumulation of dust to be thrown into suspension. A match held into the flour bin to determine the amount flour on hand will blow up the best and cleanest mills, but aside from that reasonable care will prevent serious damage from such minor explosions as occur.

Decline in Per Capita Consumption of Wheat in the United States.

The per capita flour consumption in the United States declined from 1.1484 barrels in 1889 to 0.8936 barrels in 1921. In terms of wheat, the decline in per capita consumption in the United States was from 5.48 bushels in 1889 to 4.21 bushels in 1921. From 1889 to 1914 the decline was apparently quite gradual, the drop being from 5.48 bushels to 5.08 bushels. Between 1914 and 1921 the decline was from 5.08 bushels to 4.21 bushels, or very nearly a bushel per capita. Since 1921 the per capita consumption has apparently remained almost stationary, with a slight tendency upward. The decline in per capita consumption which has taken place since 1889 is equivalent in terms of present population in round numbers to 137,000,000 bushels of wheat, or nearly 30,000,000 barrels of flour.—Sydney Anderson, pres. Millers National Federation.

Books Received

COMBINATION IN THE AMERICAN BREAD-BAKING INDUSTRY, with some observations on the mergers of 1924-25, by Carl L. Alsberg, covers the characteristics of commercial baking; tells of the growth of combinations in the bread-baking industry and the outlook for further expansion. Bakery combinations and mass production with centralized management and tendencies toward monopoly are explained. The effects on the public are noted. The appendix contains an historical sketch of baking combinations with examples cited. Food Research Institute, Stanford University, California, Miscellaneous Publication No. 3, price \$1.50 per copy in paper.

RELATIVE SUSCEPTIBILITY OF SPRING WHEAT VARIETIES TO STEM RUST, by J. Allen Clark, John H. Martin and E. C. Stakman, gives the importance of rust resistance, the scope of conducted experiments and the results obtained, resistant varieties of spring wheat and descriptions of them. Nearly all hard red spring wheat varieties now grown are very susceptible to rust. Durum wheats are more resistant as a class. Kota and a few new hybrid wheats are much more resistant than Marquis. The reduction of losses from stem rust by growing resistant varieties is a certain and feasible method. The varieties to be used depend upon local adaptation and market value as well as rust resistance. Department Circular 365, United States Department of Agriculture, Washington, D. C. Free.

THE BROWN-DUVEL MOISTURE TESTER and How to Operate It, by D. A. Coleman and E. G. Boerner, Grain Investigations, Grain Division of Bureau of Agricultural Economics, describes the apparatus, construction specifications, accessories, how to make tests on barley, barley malt, buckwheat, corn, corn meal, corn-cobs, cottonseed, distillers' dried grains, emmer, flaxseed, grain sorghums, navy beans, oats, rice (unhulled), brown rice, rye, soybeans, wheat and wheat flour. It states that "To use an ordinary lighting circuit for a four or six compartment moisture tester is not only entirely unsatisfactory as far as moisture testing is concerned but is a very dangerous fire risk. The danger comes from excessive heat developed in the line by forcing too large a current of electricity over a small wire." Various other data and information regarding the tester and how to care for and operate it is given. Profusely illustrated. Department Bulletin No. 1375, United States Department of Agriculture, Washington, D. C. Price, 10 cents.

PROTEIN CONTENT: A Neglected Factor in Wheat Grades, Vol. II. No. 4 of Wheat Studies of the Food Research Institute, states "It has been possible for years to make profits by cleaning, drying, and mixing grain in elevators. The demand for high-protein wheat has widened these opportunities and has given occasion to raise protein content by using, whenever profitable, certain kinds of wheat which, while containing much protein, are not esteemed by millers as bread wheats, for example durum. This is possible because the presence of a small amount of foreign wheats is permitted by the official grade specifications. Moreover, the mixing of wheat on a protein basis has attracted into the grain business more millers than were in it formerly, for the miller naturally is the best connoisseur of wheat quality. Certain concerns favorably located are picking up and holding high-protein wheat with the intention either of mixing it themselves or of selling it later to mixers or others who may need it badly. They thus capitalize their special opportunities and their superior expert knowledge." Stanford University, California. Price, 50 cents.

Seattle, Wash.—Seattle will have the first wheat futures market west of Minneapolis. It will open on Apr. 15, trading beginning at 8:30 a. m. and closing at 11 a. m.

The Steamer Valdura, with a cargo of 240,000 bus. of corn and 80,000 bus. of wheat, was floated on March 13, after having run aground off the English coast on Jan. 10. The Valdura cleared from Baltimore on Dec. 28, 1925.

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"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ill.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Elev. Co., Clovis, N. M.

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Grain Handling Equipment

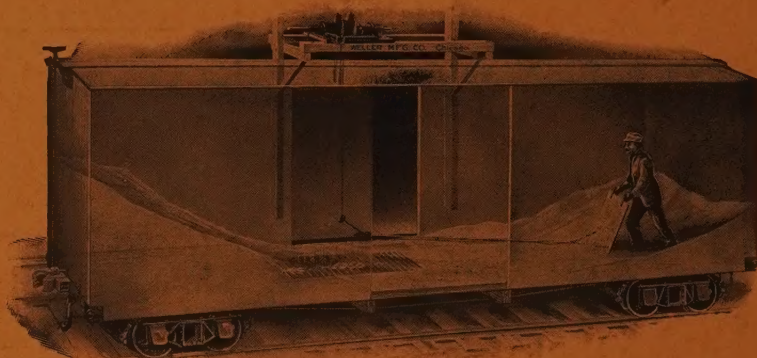
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It is positive in action and never misses engaging the clutch. The driving pawl is of steel forged and hardened.

The driving mechanism is entirely enclosed, located within the winding drum. The clutch is designed so that when engaged it drives with area of the surface. This is 6 inches instead of about 1 inch as in all other makes this reduces the wear to a minimum.

The winding drum is centrally located in the supporting frame, so there are no right or left hand required.

It has few parts, is less liable to breakage on account of compact design and the liberal use of steel in the small parts.

The possible rope travel is 100 feet which

is about double that of any other shovel. It will pull at any point the shovel is stopped and it requires less effort on the part of the operator.

It is shipped ready to install so time is saved in erection—all that it is necessary to do is to secure the shovel in place and attach the power.

While power shovels were originally designed for handling grain, they are being used for unloading coal, lime, sand, gravel, cement, cotton seed and other bulk. Materials from box cars are also used for reclaiming.

The Weller Shovel is fully protected by patents and on the later improvements the patents are pending.

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